

small air forces observer

vol. 26 no. 2 (102)
July 2002

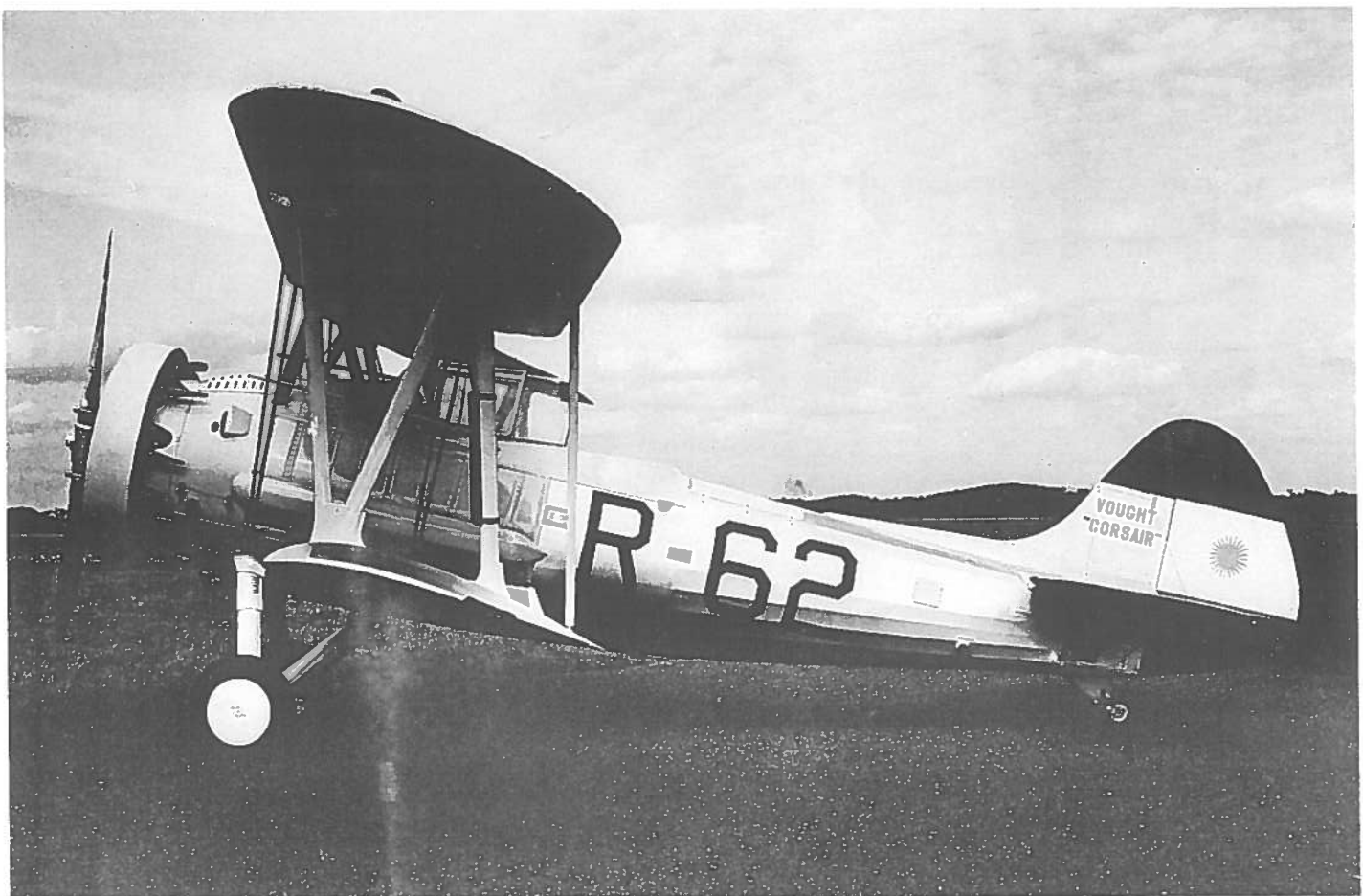
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Uruguayan SNC-1, DeH.89, & UH-1B
Paraguayan Nieva 56B Paulistinha
Ecuadoran T-34C Turbo Mentor
Small Air Force Fw 44 Stieglitz
Venezuelan & Argentine PT-17
Peruvian NA-50
Spanish Aces

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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MEMBERSHIP LIST: To promote cooperation between members, a list of SAFO member's names and addresses is available to SAFCH members for \$3.00 postage included.

INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslaw Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Jean-Michel Guhl, Los Angeles, California. Masahiro Ohno, Japan.

SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/safo

COVER COMMENTS: The cover photo is the Uruguayan Curtiss SNC-1 on display at the Aeronautical Museum before its destruction in the fire of 4 December 1997. (via Gary Kuhn SAFCH #257). See article beginning on page 53.

The photos of the Argentine aircraft on pages 38 and 72 were submitted by Terry Love SAFCH #. While not related to any article in this issue, they are nice photos and there was room for them in this issue. Page 38: Vought V-65F of the Argentine Air Force, code R-62, at the Vought factory on 18 October 1933. Page 72 (top): Vought V-65F of the Argentine Air Force, code R-62, in flight on 25 October 1933. Page 72 (bottom): Boeing 76-D1 of the Argentine Navy on 29 May 1936.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"Does anyone have information on a Hungarian pilot named (approximately) Julius Yanisnek? Eduardo Luzardo reports that he was living (age 100) in Uruguay several years ago.

"Thanks to those who responded regarding Herberts Cukurs of Latvia. An article about his has been published in Brazil by Helio Huguchi (ASAS, Year 1, No. 5 Feb/Mar'2002)."

Gary Kuhn (SAFCH #257), 23-D Crusader Ave., West St. Paul, MN 55118, USA.

Free: While cleaning out the SAFCH office to make room for a new computer, I ran across several old calendars that might be of interest to SAFO reader. (a) RAAF 1978 has six painting (10 inch by 15 inch) of the RAAF SE-5A, DH-50A, Bulldog, Sunderland, Lincoln, and Kittyhawk. These are all beautifully rendered and are suitable for framing. (b) Pakistan Air Force 1985 has seven painting (12

inch by 19 inch) of Pakistani aircraft in actions: J-6 (2), Mirage (2), F-16, C-130, and A-6. Once again these are marvelous paintings suitable for framing. (c) While not in the same class as the previous two calendars, I also have a "Ghosts 2000" calendar that has 12 color photos (11 inch by 17 inch) of 'war birds'. I'd hate to throw this away if somebody can use it.

These calendars are available for free on a first-come-first served basis from the SAFO editorial office. It is only necessary to provide the cost of postage.

Disposal: Three pounds of photostats of combat reports, etc. from the 15th USAAF in Italy during WWII including half a dozen or so 8 by 10 photographs. Material was collected for an article on the 15th AF over Slovakia that was published, but contains much unused material. Free for the

cost of postage and packing. Contact editorial office.

Disposal: Army Air Force Statistical Digest: World War II, Office of Statistical Control, December 1945, 313 pages. A photocopy of this rare document made in the 1940s by a "wet" process and the pages are yellow and curled, but still full of valuable information and still readable. Price \$25.00 or first offer that exceeds cost of postage. Contact the editorial office.

Wanted: Blue Rider Nieuport Nighthawk; Contrail Hawker Horsley; and Esoteric Blackburn Dart and A.W. Atlas.

Sid Napier (SAFCH #1521), Burgstrasse 2, CH-4107 Ettingen, Switzerland. E-Mail: snapiet@freesurf.ch

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenningeldf. 18/2/14, A-1160 Wien. Write for free sample.)

1/02 (36 pages) "Historische Luftfahrzeuge in Österreich: Douglas DC-6B" 7 pages including 5 photos, table, and 1/180-scale 3-view drawing. "Luftschiff-Entwicklung in Österreich-Ungarn" 11 pages including 10 photos. "Der Schicksal der Saab J-29F Tonne: Red Kilo" 2 pages including 3 photos. Photos: Saab 105OE "Blue Bravo" & Bell OH-58B '3C-OK'.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; International Postal Money Order for \$30 for 4 issues.)

#121 2/2001 (36 pages) "Fiat CR.42" 11 pages including 14 photos of the completed 1/48-scale model and 24 close-up photos of a museum aircraft. "Les ailes du F-104 belge" one page on the colors used on Belgian F-104s. "Fieseler Fi-103 V-1" 6 pages including photos and sketches. "De la couleur a la Force Aerienne" 3 pages with 8 b&w and 4 color photos of Belgian Seaking and Alpha Jet. "Bizarre, etrange...ces Saab Viggen" 2 pages with 6 b&w and 2 color photos.

#122 3/2001 (36 pages) "F-16C Swiss Air Force" 9 pages including 28 photos of real aircraft and 12 photos of the completed 1/32-scale Hasegawa kit. "Beaufighter 1/48 Tamiya" 7 pages including 11 photos of the real thing and 6 photos of the completed model. "V-2" 5 pages including photos and color drawings. "F-16 Tails in colours" 2 pages with 8 photos of Belgian F-16.

#123 4/2001 (36 pages) "Fairey Gannet 1/48 Dynavector" 6 pages including 11 photos of the real thing and 10 photos of the model. "F-84F: Short or Long Tail" 6 pages including 12 b&w and 7 color photos of Belgian F-84F and drawings of the two types of tails. "SABCA Caproni S-47" 4 pages including 2 photos and 2 small 3-view drawings. "La base de V-3" 2 pages including 7 photos.

#124 1/2002 (36 pages) "Bye-Bye HS & Merlin" 3 pages including 8 b&w and 5 color photos of Belgian HS748 and Merlin IIIA. "A-10 Thunderbolt de Trumpeter" 11 pages including photos of real thing and the model.

BRAZIL

REVISTA (IPMS Brazil, Rua Lucidio Lago, 457/206 Meier - Rio de Janeiro, CEP 20.780-020) E-mail: antoniolinhaires@bol.com.br

#101 Marco 2002 (16 pages) "Boeing F4B4" Modeling the Classic Airframes 1/48-scale kit in Brazilian markings. "Conversao NA-T6 para NA-46" 4 pages including 2 pages of conversion drawings and 2 photos of the resulting model. [Editor: I assume that the release of the 1/72-scale Azur kit of the NA-57 has made this conversion unnecessary or least much easier.] "Emblemas de Esquadrilhas da Aviao da Marinha Brasileira: 1930 a 1940" one page with the drawings of three emblems but no color information and no indication of the type of aircraft that carried these emblems.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere.)

27/4 (24 pages) "Building a Vacuform Argus Long Range Patrol Aircraft" 7 pages including 4 photos of the magnificent model. "Modeling a Hungarian

He.70K" 4 pages on building the 1/72-scale Matchbox He 70 including 6 photos of the model during and after construction. "Pacific Coast Models Fiat G-50" one page on building the 1/48-scale kit including 3 photos.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £22.00 surface or £27.00 airmail.

1/2002 (40 pages) "Spotlight: Westland Lysander" 4 pages on the Lysander and available kits including 3 color side-view drawings (RAF, RAAF, & Royal Egyptian AF) and a 'sketch page' of details. "Cottesmore 2001" 2 pages with 19 color photos (including Romanian Lancer A & B, Irish Alouette III & Gazelle, and Maltese Islander. "The International Space Station" 5 pages including 9 photos (the model or the real thing?). "Etrich Taube 'NV'" 4 pages on building the 1/48-scale Flashback kit including 7 photos of the model. The builder replicated the semi-transparency of early aircraft wing fabric by lightly painting the underwing markings on the upper surface of the wing (properly reversed). Successful? Judge for yourself. "Dominican Mustang" 2 pages on building an "unusual" Mustang in 1/48 scale. The author ends with the comment, "Post-war Mustangs is a field fertile for fresh models. It would be super if some of the decal companies recognized this." Say 'amen' everybody.

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk. E-Mail: david_legg@lineone.net)

50 May 2002 (24 pages) "A Catalina Experience" 3 pages on a RAF crewman training in Pensacola including 2 photos. "A Brief History of 190 Squadron's Catalina Period" 4 pages including 5 photos. Lots of letters, news, & reviews (15 photos).

PLASTIC KIT CONSTRUCTOR (PAMAG Publications Ltd., Riverdale, 89 Graham Road, Sheffield, S10 3GP; 4 issues £18.00. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wiseowl@sprintmail.com. Web Site: www.wiseowlmagazines.com).

#66 Winter/Spring 2002 (36 pages) "Beriev MBR-2bis" 2-page review of the Avia kit including 2 photos. "Vickers Valiant B Mk.1" 5-page review of the Historica Wings vacuform kit including 27 photos. "Aviicar CASA 212" 4 page review of the 1/72 kit by Aircraft in Miniature including 7 photos of model and 3 photos of the real thing [Spanish (2) & Indonesia]. "Aero MB-200 Buchal (Eagle Owl)" 7 pages on building the KP kit in Bulgarian markings including 11 photos of the model, 4 photos of the real thing, a side-view drawing, 2 sketches of details, and a 3-page 3-view scale drawings. "P-61A Black Widow" 4-page review of the DML kit including 17 photos of the model. "Tony Griggs looks back to the times when he worked at Westland of the Wilkin" 4 pages of reminiscences. Shorter reviews: Fine Molds A7N2 Reppu, Azur Fairchild 91, Czechmaster Fairey Gannet A.S., MPM Grumman F3F-1, Eduard Nieuport 21 & 11, Airfix Sopwith Pup, A-Models Spad A.2, and Rareplanes Ryan ST/PT.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £5.00 UK, £7.00 Europe, \$16.00 USA.

#40 Spring 2002 (25 pages) "Agusta-Bell 412HP HKP 11" 7 pages including a color photo, scale drawing, sketches of external details, and a copy of the instruction sheet from Anders Nowotny's decals for the ambulance version featured in the color photo. "The Beech 18 in Swedish Military and Civil Service" 4 pages including kit reviews and drawings showing the differences between early and late production machines. "The SAAB/MFI Safari/Supporter" 3 pages of text. "Swedish Heinkel HD 24 SK 4". Included with this issue was a 9-page April Fool's issue presenting tongue-in-cheek history, scale drawings, and modeling details for three imaginary aircraft: "Canard Scottish Aviation Bulldog SK 61 Mk II and III" (test vehicle for the Viggen program), "Swedish J31 de Havilland Vampire Patrol Fighter" (propeller-driven Vampire), and the "SAAB 19 Hager" (Heron on He 115 floats). [Editor: I can't remember having so much fun reading anything. Almost enough fun to tempt me to pull an old Frog kit of the Vampire out of the carport (in California, we have carports instead of lofts).]

FINLAND

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

1/2002 (24 pages) "Blackburn (VL R.29) Ripon IIF (Part 2)" 5 pages including 6 photos. "VP-13 Invited to Germany in May 1941" 5 pages including 6 photos of DB-3M in fake red stars (for identification manual), 3 side-view drawings (VP-13 in Finnish, German, & "Russian" markings), and a 2-page multi-view 1/72-scale drawing. "Veikko Karu: Mannerheim Cross Holder #98" 4 pages including 3 photos (Fokker D.XXI & Brewster Buffalo). "Waino Bremer: Pioneer Finnish Aviator" 4 pages including 5 photos (Span S.VII, Gourdou-Lesgourd, Junkers A50 Junior, SAAB 91, & Beech Baron). "Beyond Red Stars: Russian Aviation Identification Markings 1914-20" 2 pages including 4 photos (M-5, FBA, Albatros, & Nieuport).

FRANCE

Aéro Journal (Aéro Journal, 50, bid Paul Valéry, 32500 Fleurance, France).

#23, Fev-Mar 02 (76 pages). "Duel dans les Carpates" Color profiles of a Red Hungarian Fokker D.VII and a Romanian UFAG C.1. "À la Reconquête de la France" covers the rearmament of France from January 1943 to August 1944. Great article. Lots of photos, data charts and color profiles of aircraft used by the French Air Force after liberation. Allied and French aircraft included. "Des Chasseurs 'à la chaîne'". Covers He-51s in Spanish usage during the Spanish Civil War. "Lonely skies ... deadly seas" Color profiles of various flying boats. "Les 'Corsair' du Roy" covers usage of the Corsair in the Royal Navy FAA. "Pêcheur d'islande - le Northrop N-3PB". Use of the float-equipped Northrop in Norway including Fleet Air Arm usage. "Sauvetage en Roumanie". P-38 operation in Romania. "La chasse Française 1939-1945 Le GC I/6" Complete details of GC I/6 aircraft and bases. "Des yeux pour les kangourous". Use of the P-38 photo recon F-4 by the Royal

Australian Air Force. "Fait comme un rat". Story of a Spitfire shot down over France.
#24, Avr-Mai 02 (76 pages). "À la reconquête de la France - La route du Rhin" the extension of the article from issue 23. Lots of color profiles and photos of Spitfires, P-39s, P-47s, B-26s, and many other aircraft in French markings. "La disparition de Leclerc". Covers the disappearance of General Leclerc in a B-25. Photos and profile included. "Valse à Vienne" - good photos and color three views of Italian SVA-5 and -10. 87th Squadron markings. "One-O-Two Essayer et réussir" good coverage of 102 Squadron of the RAF. "Le Cirque Volant de Duxford - Le no. 1426 Flight" covers RAF Flight 1426 which was assigned to evaluate captured German Aircraft. Photos and color profiles of captured aircraft. "Eagle Squadrons" Coverage of RAF Squadrons 71, 121, and 133. "L'Ange de Satan" coverage of US ace Charles Henry MacDonald and his P-38s. "La chasse Française 1939-1945 Le GC II/6" Complete details of GC II/6 aircraft and bases. "Le Faucon du Lac Gelé" tells how Finland captured a Russian P-40M and added it to the Finnish Air Force. (Submitted by: Clarence Wentzel (SAFCH #524), 5161 Willowbend Trail, Kalamazoo, MI 49009-9593, USA.)

AVIONS: Toute l'Aéronautique et son Histoire (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#109 Avril 2002 (68 pages) "Le Buccaneer: Dernier vrai pirate anglais (2)" 10 pages on RN Buccaneers including 14 photos and 8 color side-view drawings. "Des avions allies aux couleurs japonaises" 7 pages including 17 photos and 8 color side-view drawings [Douglas DC-5 & DB-7B; Lockheed Hudson; Ryan STM; Hawker Hurricane; Brewster Buffalo; and Curtiss P-40E (2)]. "Ces merveilleux fous roumains et leurs droles de machines volantes" 7 pages on the aircraft of Romanian pioneer Goliescu including 3 photos, 2 color drawings, a perspective drawing, and 3 pages of multi-view scale drawings. "Le Heinkel He 8" 9 pages on Danish He 8 including 16 photos, a 2-page multi-view scale drawing, a color side-view drawing, and a color 3-view drawing. "Le Koolhoven FK-51" 7 pages including 21 photos. "Le Lublin R-XIIIter & R-XIIId d'Aero Plast au 1/72^{ème}" 5 pages including 13 photos of the model. [Editor: This is an absolutely outstanding example of the modeling art, but only someone who has seen these crude kits can appreciate the work that went into making these models.]

#110 Mai 2002 (68 pages) Retros du Mois" one page with photos of Turkish and Argentine Fw 44. "Curtiss H-75A, les metamorphoses du Petit Poucet" 5 pages including 8 photos and 4 color side-view drawings. "1917: le triomphe du Pere Dorme" 5 pages including 6 photos, one map, and 2 color side-view drawings (Spad VII). "Des avions allies aux couleurs japonaises" 8 pages including 20 photos and 8 color side-view drawings (Buffalo, CW-21B, CW-22, Grumman Goose, B-17D, B-17E, Martin 139 WH-2, & Martin 139 WH-3A). "Caudron P.V.200, in amphibie pas comme les autres" 5 pages including 7 photos and a small 3-view drawing. "Blackburn Buccaneer, le dernier vrai pirate anglais (3)" 9 pages including 16 photos and a 2-page multi-view 1/72-scale drawing. "Le Koolhoven FK-51" 10 pages including 15 photos, 9 color side-view drawings, and 3 color split-view plan-view drawings. "Ces merveilleux fous roumains et leurs droles de machines volantes" 4 pages on early Romanian aeroplanes including 5 photos and 2 scale drawings.

ITALY

AERO FAN Storia di Italiane. Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.

#80 Gen-Mar 2002 (68 pages) "Seaplanes and Transport Aircraft with Black Cross: Cant Z.501a, Z.506s and Fiat RS.14 in Luftwaffe service" 24 pages including 37 photos and tables. "Gabielli's First Design: The Fiat G.5" 16 pages on a little-known, but beautiful, monoplane trainer/sports plane including one color and 18 b&w photos, a 2-page multi-view scale drawing, and 6 side-view drawings showing the aircraft at various stages of its career. "For the Sake of Flying and Adventure: Alessandro Abba, a young pilot of Aviazione Nazionale Repubblicana" 8 pages including 8 photos. "The Brazilian Jahu: The S.55 flying-boat of Captain de Barros at Sao Paulo" 9 pages including 7 b&w photos from the 1927 flight and 9 color photos of the aircraft under reconstruction.

JP-4 Mensile di Aeronautica (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

Marzo 2002 (100 pages) "Imparare a sparare, sparare per imparare" 4 pages on Belgian F-16 including 11 photos. "Gli Orion olandesi" 5 pages on Dutch P-3 including 11 photos. "Un americano a Reggio Emilia" 8 pages including 16 photos of Re 2000 (Italian & Hungarian).

Aprile 2002 (100 pages) "SWAFRAP: la Forza de Reazione Rapida svedese" 4 pages including 8 photos of Swedish Viggens of Swedish Rapid Reaction Force for peace-keeping duties. "F-5: 'Lead-In' trainers" 4 page on Turkish F-5 including 9 photos. **Maggio 2002** (100 pages) "Axalp Demo" 4 pages including 11 photos (Swiss Alouette III, Super Puma, Mirage III, F-5E, Hornet, & Hawk). "ATR.42/400MP Surveyor" 4 pages including 14 photos. "Quarant'anni di Starfighter" 4 pages including 8 photos of Italians i USA for F-104 training. "Le ali della Texaco" 6 pages including 11 photos.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle).

1/2002 (32 pages) "Boeing AH-64D Apache in Nederland" 8 pages including 13 b&w and 4 color photos, sketches on modifications needed to model the Dutch version, and a multi-view scale drawing. This article is a perfect complement to the new Dutch Decals reviewed elsewhere in this issue of SAFO. "Karel Doorman: Deel 1" 5 pages on the Dutch aircraft carrier including 3 b&w and 4 color photos.

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#21 Enero Marzo 2002 (68 pages) "Hace 60 anos Ataque japonés a Pearl Harbour (III parte): La segunda oleada nipona" 14 pages including 12 photos, 6 maps, 6 tables, and 11 color side-view drawings [Val (2), Nate, Zero (4), P-40B, P-36, SBD-2, JSR-1, & USS Arizona]. "Los ultimos aviones de la Legion Condor" 2 pages including 2 photos, one table, one color side-view drawing (Junkers W 34). While not aviation related there are also great articles on "Motocicletas alemanas en Espana (1936-1945)" 12 pages, 23 photos, and 2 color side-view drawings; and "El Artillado de la 'Otra' frontera Sur (II Parte)" 13 pages, 11 photos, 17 maps, and 2 color side-view drawings. A

separate insert is the second part of the booklet on Spanish armored cars (pages 11-32) that includes 21 photos and 5 color side-view drawings of "blindado" from 1921 to 1932. [Ed: Some weird and wonderful machines here. No 3-view drawings, but the intrepid scratch builder should be able to put together some convincing models.] The poster inserts are: Carro de Combate Trubia-Naval (2), Camion TT de Tm (6x6) Pegaso 3050, and Vehiculo Acorazado Portapersonal UR-416".

#22 Abril 2002 (58 pages) "La alianza frustrada: China y el III Reich" 9 pages including 3 photos, 3 color side-view drawings (Chinese Hs 129, He 111A, & Panzerkampfwagen IA), and 2 color drawings of Chinese uniforms. "Carros de Combate in los EE.UU: Los primeros 20 anos del armor" 11 pages including 23 photos and 2 color side-view drawings of the weird and wonderful first tanks of the US Army. "29 de Enero de 1937: Un dia aciago para la Aviacion Legionaria" 7 pages including 7 photos, one map, and 2 color side-view drawings (CR.23; one carrying Soviet red stars). "Guernica: 26 de abril de 1937: La actuacion de la Legion Condor y de la Aviacion Legionaria" 5 pages including 8 photos and one color side-view drawing (SM.79). The series on Spanish armored cars continues with a 16-page insert (pages 33-48) which includes 31 photos and 6 color side-view drawings of some breathtakingly ugly vehicles. The poster inserts are: Canon Antiaereo 'Bofors' de 30mm L/60 'Wz 36'; Canon Antiaereo Ruso de 76,2 cm Mod 31; Ambulancia Phenomen Granit 25 H Krz.31. Legion Condor, 1938; and Vehiculo de Alta Movilidad Tactico (VAMTAC) 'Rebecca'.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#176 May 2002 (146 pages) "Powered Flight: a Russian Endeavor of the 1880s. Pt. I" 20 pages on the Mozhaisky monoplane including one 3-view scale drawing and 4 sketches. "The Gallaudet Story: Part I" 13 pages including 7 photos and 3-view drawings of the 1898 'Wing-Wrapping' kite. "The Elusive Andermat War Aeroplane of 1916" 6 pages on the twin-engine bomber designed, built, and flown in Sunnyvale, California, including 9 photos and a 3-view scale drawing. "The Deperdussin Hydro-Monoplane" a 4-page reprint of article from a 1913 edition of *Flight* including 3 photos, 3 sketches, and 3-view scale drawing. Lots and lots of photos of vintage, reproduction, and part-scale aircraft. "Drawings" lots of drawings including 3-view scale drawings of AEG bomber, LVG C.V. & LVG C.VI.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#62 Apr. 2002 (84 pages) "Anacostia Flight Tests: Grumman XF5F-1 Skyrocket" 14 pages including 22 photos and a 3-view scale drawing. "Details: Grumman XF5F-1 Skyrocket" 5 pages with 17 photos. "Cockpits: Grumman XF5F-1 Skyrocket" 5 pages including 5 photos. "Jack Laister's Yankee Doodle Sailplane and the Lawrence Tech Gliders" 11 pages including 12 photos and a scale 3-view drawing. "The Spirit of St. Louis - The Movie" 6 pages with 12 photos. "Maine's 'Flying Dutchman': The Fokker C.IV" 6 pages including 14 photos. "Racing Notebook: Rowinski to Tilbury" 6 pages with 15 photos and a table of 'colors and data'. "Golden Age Air Museum Fly-In" 4 pages including 9 photos. And, all the usual departments: "Identification Unknown", "Reproductions and Restorations", and "Models".

Spanish Republican Fighter Pilots in the Spanish Civil War, 1936-1939.

Santiago A. Flores

This is an attempt to compile a listing of all known notable Spanish Republican fighter pilots, based on many sources including material that has been published in Spain during the last few years. This not 100% accurate, since some sources do not agree with the other in the cases of dates and circumstance of the event, or if the claim was a individual victory or a shared with another pilot.

The pilots of the Spanish Republican fighter arm adopted

the same scoring system as that of their Soviet ally. The individual and the share victory or group one. In some case the final total score might include shared victories.

Any additional information in reference to these pilots or any other would be most welcomed by the author.

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Rank and Name	Unit	Score
1. Mayor Manuel Zarauza Clavero	1/o.Escuadrilla "Palancar" (I-5); Escuadrilla "Lacalle" (I-15) 3/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas" Grupo 21 de "Moscas"	24v SCW
Remarks: One source puts his score in the SCW at 25 victories. He flew in Russia in the VVS with the 961, 481 IAP. KIFA October 12, 1942. Other sources put his score in the SCW as 10 victories plus many probables and shared victories.		
2. Capt. Jose Maria Bravo Fernandez	1/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"	23v SCW
Remarks: During the SCW, he participated in 160 combat missions, flew 1,120 hours. Known I-16 serials are CM-193 and 249. He flew in Russia during in WWII and returned to Spain in 1960		
3. Mayor Leopoldo Morquillas Rubio	Escuadrilla Vasca de "Chatos"; 2/o.Escuadrilla de "Chatos" 3/o.Escuadrilla de "Chatos"	21v SCW
Remarks: He flew in Russia 1941-45. He passed away in Tula, USSR, December 1989.		
4. Mayor Miguel Zambudio Martinez	Circo Krone; Escuadrilla Vasca de "Chatos" 3/o.Escuadrilla de "Chatos"; Grupo 26 de "Chatos"	20-24v SCW
Remarks: He was wounded in action on December 24, 1938. In the mid 1950's, he return to Spain. Historian Jesus Salas credits him with 17 confirmed victories by January 1938. His score was reported as 16 confirmed (7 bombers and 9 fighters) plus 3 shared Victories, while Zambudio credits 24 victories plus many probables and shared victories. He passed away in Spain in December 1996.		
5. Capt. Antonio Arias Arias	1/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas"	15v SCW (9 + 6 shared)
Remarks: In his book, "Arde el Cielo", his score appears to be 9 + 21 shared victories. He flew in Russia with the VVS 1941-45 with the 283, 964, and 439 IAP. Scored 5 shared victories.		
6. Tte. Francisco Tarazona Toran	1/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"	15v SCW (8 + 7 shared)
Remarks: Born in Mexico of Spanish parents. Shot down and wounded on October 14, 1937. Survive accident in Bravo's CM-249 on December 8, 1938. After the war he went back to Mexico. He passed away on July 1, 1988.		
7. Almando Ortega Vilella	1/o.Escuadrilla "Moscas"; 4/o.Escuadrilla "Moscas"	15v SCW (5 + 10 shared)
8. Cmdate. Andres Garcia Lacalle	Escuadrilla "Palancar" (I-15); 1/o.Escuadrilla "Lacalle" (I-15) Grupo de Asalto No.28 (Grumman); Jefe Escuadra de Caza	14v SCW
Remarks: One sources puts Lacalle's victories at 21. An article published in September 1937 puts his score for the early days of the war at 6 enemy aircraft shot down and 5 forced down between Republican and Nationalist lines.		
9. Mayor Manuel Aguirre Lopez	1/o.Escuadrilla de "Moscas"; 7/o.Escuadrilla de "Moscas"	10-11v SCW
10. Emilio Ramirez Bravo	4/o.Escuadrilla de "Chatos"	10v SCW
11. Tte. Andres Fierro Menu	5/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas" 1/o.Escuadrilla de "Moscas"	10v SCW
Remarks: Some of his victories were shared with squadron mate Sgt. Esteban Yuste Gorbato, who was KIA 18 July 1938. POW on 13 September 1938, exchanged for Nationalist pilots. Flew with the VVS in Russia 1941-1945 with 2 Squadron of the 439 IAP. Downed two Ju 88's with the "Taran" method in August 1944.		
12. Tte. Manuel Montilla Montilla	3/o.Escuadrilla de "Moscas"	10v SCW (All shared)
Remarks: Went to live in Mexico.		
13. Tte. Luis Sirvent Cerrillo	5/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"	9v SCW (7 + 2 shared)
Remarks: Wounded in action October 3, 1938.		
14. Capt. Jose Falcon San Martin	3/o.Escuadrilla de "Chatos"; Escuadrilla de Vuelo Nocturno	8v SCW

Remarks: During the SCW, he had 26 aerial combats and flew 480 hours. On February 6, 1939, while flying Chato CA-205, he shot down two Bf 109s over Vil-lajuiga.

- | | | |
|---|---|---------------------------------------|
| 15. Tte. Sabino Cortizo Bertolo | 4/o.Escuadrilla de "Moscas" | 8v SCW |
| Remarks: KIFA on January 21, 1939, in I-16 CM-222 of the 6/o.Escuadrilla, landing accident crashing into a captured Ju 52 on the ground. | | |
| 16. Tte. Julio Pereiro Perez | 2/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas"
3/o.Escuadrilla de "Chatos" | 8v SCW
(3 + 5 shared) |
| 17. Capt. Juan Comas Borrás | 3/o.Escuadrilla de "Chatos"; Jefe Grupo 26 | 7v SCW
(+ 7 probables) |
| Remarks: Wounded in action November 5, 1938, losing a leg. He passed away on May 2, 1992. | | |
| 18. Capt. Felipe del Río Crespo | Escuadrilla Norte de "Chatos" | 7v SCW |
| Remarks: Killed in action on April 23, 1937. Some sources claim he was shot down by AAA fire, while others claim he was shot down by German fighters. | | |
| 19. Capt. Francisco Merono Pellicer | 1/o.Escuadrilla de "Moscas"; 6/o.Escuadrilla de "Moscas" | 7v SCW
(6 + 2 shared) |
| Remarks: Flew in Russia with the VVS 1941-45 with the 960 IAP, where he claimed 20 victories in about 100 missions. WIA July 1943. He died on July 16, 1995, in Russia. | | |
| 20. Tte. Juan Lario Sanchez | 4/o.Escuadrilla de "Chatos"; 2/o.Escuadrilla de "Chatos"
1/o.Escuadrilla Grupo 28 "Delfin" | 7v SCW
(1 shared) |
| Remarks: Flew in Russia with the VVS 1941-45, undertaking 2,660 flights, 97 aerial combats, 886 combat missions, and claiming 27 + 8 shared victories. He passed away in June 2000, in Spain. | | |
| 21. Jose Maria Pascual Santamaria | 1/o.Escuadrilla de "Moscas" | 6v SCW |
| Remarks: Flew in Russia with the VVS 1941-42. He was killed in action on August 23, 1942, near Stalingrad, after shooting down 3 Bf 109 while defending a Russian pilot from being machine gun in his parachute. He personal score in the VVS was 14 victories. | | |
| 22. Antonio Queteri Pastor? | 3/o.Escuadrilla de "Moscas" | 6v SCW? |
| 23. Joaquin Velasco "Vilkin" Garro | 1/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas" | 6v SCW
(1 + 5 shared) |
| 24. Tte. M. Angel Sanz Bocos | 4/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"
2/o.Escuadrilla (I-15/I-16) | 6 + v SCW
(3 + 3 shared)
5v SCW |
| 25. Tte. Rafael Magrina Vidal | | |
| Remarks: KIA July 16, 1937 flying an I-16 over Gijón. Another source put the date of his death as August 16. | | |
| 26. Vicente Gomez? | 1/o.Escuadrilla Mixto de Refueto? | 5v SCW? |
| Remarks: Little know unit that flew both the I-16 and I-15 fighters. A number of foreign pilots flew in that unit. | | |
| 27. Capt. Eduardo Claudin Moncada | 1/o.Escuadrilla de "Moscas"; Jefe Grupo 21 | 4 + v SCW
(2 + 2 shared) |
| Remarks: KIA July 5, 1938, when his I-16 was hit by AA fire. | | |

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Spanish Republican Fighter Pilots in the Russian Air Force VVS 1941-1945

Santiago A. Flores

After the defeat of the Spanish Republic, a large number of pilots and ground personnel of the FARE; "Fuerza Aerea Republicana Espanola", also known as the "Gloriosa", emigrated to a number of countries. A number of notable fighter pilots went to the Soviet Union where, at first, they were not allowed to continue flying but to pursue other professions and studies. (It is reported that one pilot did manage to teach at an aeroclub while another studied aeronautical engineering). When Russia was invaded by Germany in 1941, the Spanish pilots volunteered to fight. At first they fought on the ground as guerrillas and later they were grouped together, to fly capture German aircraft as part of a plan to fly guerrilla operations against the German rear lines. This plan was never carried out.

It is reported that more than 70 Spaniards flew in the Soviet Air Force during the war, but they were never flown together as a group. Some would serve together in the many

units of the VVS, but never as a group. These ex-Republican Airmen continue to serve in the Soviet Air Force until 1948. After one defected to Turkey, Stalin ordered all Spaniards to be discharged from the service.

When they returned to the civilian world many continued the professions that were interrupted by the war. Many settled into their new lives. After the death of Stalin in 1953, and after the signing of agreements between the Spanish Red Cross and the Soviets that not only allowed the return of the Division Azul POWs, but also allowed the return of these pilots to Spain. Some choose to remain in the Soviet Union.

The following list is based on books and articles that have been published in Spain in the last few years. Any additional information to help complete this list would be most welcome.

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Known Notable ex-FARE Spanish Fighter Pilots in the Soviet Air Force 1941-1945.

Rank and Name	Unit	Score
1. Tte. Juan Lario Sanchez Remarks: 886 sorties, 97 aerial combats, 2,660 flights with about 1,377 flight hours. Yak-3, Yak-9, P-39 and Supermarine Spitfire MK.IX	208,108,127,348 & 381 IAP	27v + 8sh
2. Tte. Vicente Beltran Rodrigo Remarks: This score might include claims from the SCW. I-16, Mig-3, La-5, Curtiss P-40N, and Spitfire MK.IX.	1st Aviabrigada, 960 IAP	20v?
3. Capt. Francisco Merono Pellicer Remarks: Participated in about 100 aerial combats. I-16, Mig-3, and La-5. Reportedly flew La-5 #88 and #96 of the 1/o.Esc "Alexandr Chekolin". Wounded in action during the battle of Kursk, after shooting down a Ju 87, while his wingman was shot down and killed. After recovery, he spent the remainder of the war as a flight instructor.	1st Aviabrigada, 960th IAP	20v
4. Tte. Jose Pascual Santamaria Remarks: Flew Mig-3 and Yak-1. Was shot down and killed on August 23, 1942, near Stalingrad, after downing 3 Bf-109s while defending a Russian pilot, Capt. Bashkirov, who had bailed out.	1st Aviabrigada, 283, 788 IAP	14v
5. Capt. Antonio Arias Anas Remarks: All his victories were shared. He flew the Mig-3, Hawker Hurricane, and P-39.	1st Aviabrigada, 283,964,439 IAP	5sh
6. Cmdte. Manuel Zarauza Clavel Remarks: Killed in flying accident on October 7, 1942, in a mid-air collision with a Russian pilot while flying an I-16. There is some confusion to his actual claims in the SCW and in Russia.	481, 961 IAP	7v
7. Capt. Antonio Garcia Cano Remarks: Flew the Mig-3. One of his victims was a He-111, whose crew was captured. The crew turned out to be veterans of the SCW.	740, 573 IAP, 1st Aviabrigada	6 + v
8. Tte. Jose Luis Larragana Remarks: Killed in action on May 2, 1943.	591 IAP	5v
9. Tte. Ignacio Aguirregaita Remarks: Merono, in his book, mentions that this pilot shot down many enemy aircraft. He was reported missing after a mission and was later found dead in his Hawker Hurricane. No date given.	964 IAP	?v

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The Escuadrillas Expedicionarias Espanolas, Escuadrillas Azules: Russia 1941-1945

During World War II, The Nationalist government of General Francisco Franco decided To send a volunteer force to fight on the Russian front to repay the assistance that Germany and Italy had give him during the civil war of 1936-939. A complete infantry division was raised along with a fighter squadron to fight with the division. However, the Division Azul and its squadron would fight in different areas of the Russian front. There would be encounters between the Spanish pilots and French pilots of the Normandie-Niemen fighter regiment

A total of five Escuadrillas would fly on the Russian front, with a Ju-52 transport flight, one unit relieving the other. By 1944, Franco, seeing the writing on the wall and under pressure by the US government, decided to pull the Division Azul and the 5/o.Escuadrilla out of Russia and to declare Spain a "Neutral" country.

A Spanish Legion was formed in place of the Division to continue the fight against the Russians, but even this Legion was eventually recalled home, leaving a number of Volunteers

that fought in the German SS until the end of the war.

The Spanish Squadrons received their training in Germany and in France. They would fly Bf-109E,F, and G and the Fw-190A-3. These Spanish units would serve in JG27 and JG51 on the Russian front. A total of 659 Spanish officers and enlisted served on the Russian front.

The Spanish fighter squadrons would suffer the loss of between 24-25 pilots and enlisted men (killed in action or accidents, missing in action and prisoners of war). As for the Spanish forces that fought in World War II ,they would suffer approximately 3,934 killed, 8,466 wounded and 326 missing or prisoners of war.

The lucky ones, about 219 prisoners (including one pilot), did not return to Spain until April 2, 1954, on a Greek ship the "Semiramis" after more that 10 years as prisoners.

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Notable Fighter Pilots of Escuadrillas Azules

Rank and Name	Escuadrilla	Score	
1. Capt. Gonzalo Hevia Alvarez-Quinonez	3/o.Escuadrilla	12v	6v Bf-109F-4 (+ 1v given to German pilot); 5v Fw-190A-3
2.. Cmdte. Mariano Cuadra Medina	4/o.Escuadrilla:	10v	10v Fw-190A-3.
3. Capt. J. Ramon Gavilan Ponce de Leon	3/o.Escuadrilla	9	3v Bf-109F-4; 6v Fw-190A-3.
4. Tte. Fernando Sanchez Arzona	4/o.Escuadrilla	9	9v Fw-190A-3; KIFA 19 November 1943.
5. Tte. Damaso Arango Lopez	4/o.Escuadrilla	7	7v Fw-190A-3.
6. Alf.Vicente Aldecoa Leconda	3/o. & 4/o.Escuadrilla	7	6v Fw-190A-3 (4/o.Esc); 1v Bf-109F-4 (3/o.Esc)
7. Cmdte. Angel Salas Larrazabal	1/o.Escuadrilla	7	7v Bf-109E-3; 17v SCW.
8. Tte. Luis Azquita Brunet	3/o.Escuadrilla	6	2v Bf-109F-4; 4v Fw-190A-3.
9. Tte. Bernardo Meneses Orozco	31/o. & 4/o.Escuadrilla	6	4v Fw-190A-3 (3/o.Esc.); 2v Fw-190A-3 (4/o.Esc).
10. Tte. Francisco Valiente Zarraga	4/o.Escuadrilla	6	6v Fw-190A-3.
11. Tte. Manuel Sanchez Tabernero de Prada	4/o.Escuadrilla	6	6v Fw-190A-3.
12. Capt. Antonio Herrero Alos	3/o.Escuadrilla	5	2v Bf-109F-4; 3v Fw-90A-3.

Other Spanish Nationalist Pilots who Served in the Escuadrillas Azules

1. Tte. Salvador Serra Alorda	4/o.Escuadrilla	1v	Fw-190A-3; 4v SCW 2-G-3.
2. Capt. Juan Enrique de Frutos Rubio	2/o.Escuadrilla	2	2v Bf-109F-4; 2v SCW 2-G-3.
3. Capt. Carlos Serra Pablo Romero	2/o.Escuadrilla	1	1v Bf-109F-4; 3.5v SCW 2-G-3.
4. Capt. Carlos Bayo Alesandri	1/o.Escuadrilla	3	3v Bf-109E-3; 11 v SCW 2-G-3.
5. Tte. Esteban Ibarreche Arriga	1/o.Escuadrilla	1	1v Bf-109E-3; 7v SCW 2-G-3.

Aerial Victories Scored by the Individual Escuadrillas Expedicionarias Espanolas

Unit	Time Period	Type of a/c	Claimed
1/o.Escuadrilla	October-December 1941	Bf-109E-3	10v + 4 on the ground.
2/o.Escuadrilla	June-November 1942	Bf-109F-4	13v
3/o.Escuadrilla	December 1942-July 1943	Bf-109F-4	33v
		Fw-190A-3	29v
4/o.Escuadrilla	July 1943-January 1944	Fw-190A-3	74v
5/o.Escuadrilla	February-May 1944	Bf-109G-6	0v
Total			163 + 4

Note: Other sources put the combine score at 159 victories, with a total loss of 24 pilots and ground personnel killed in action, accidents, or missing in action.

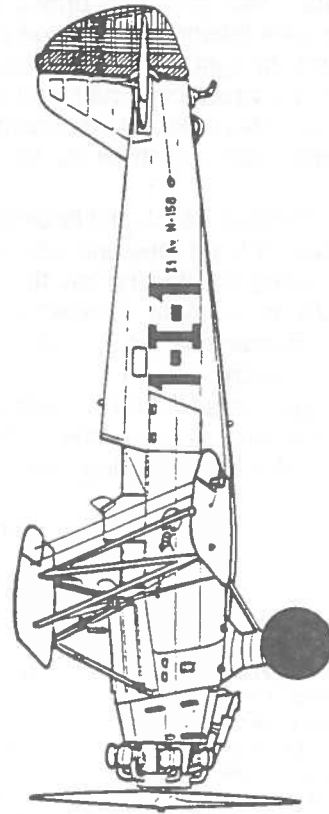
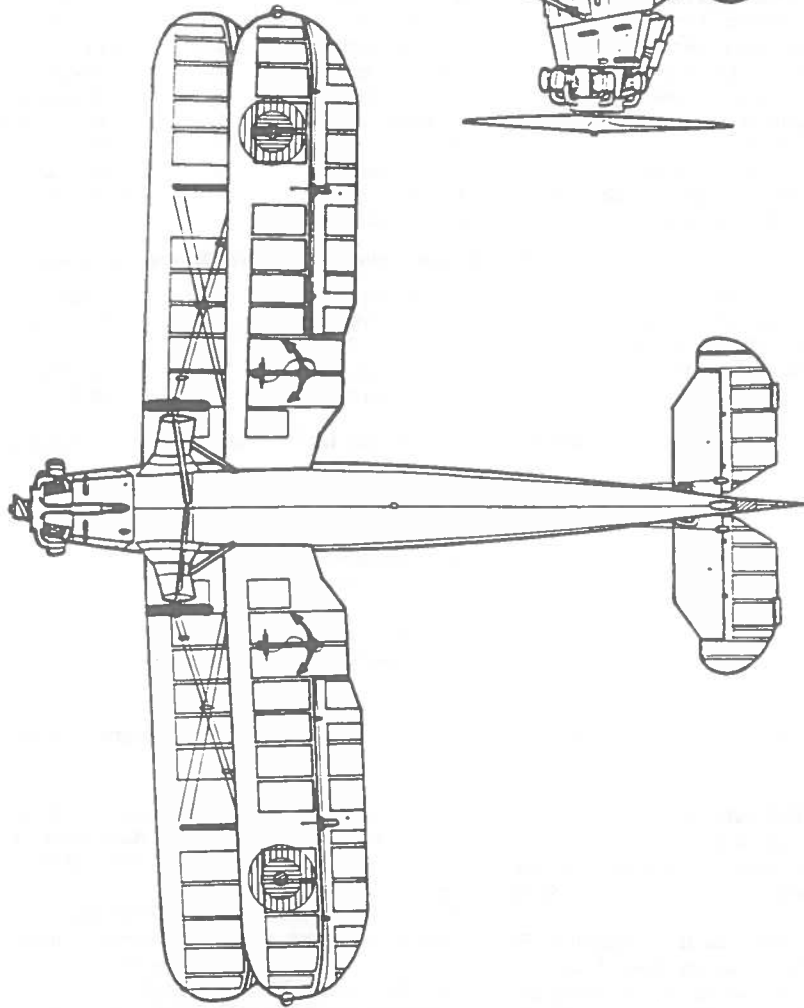
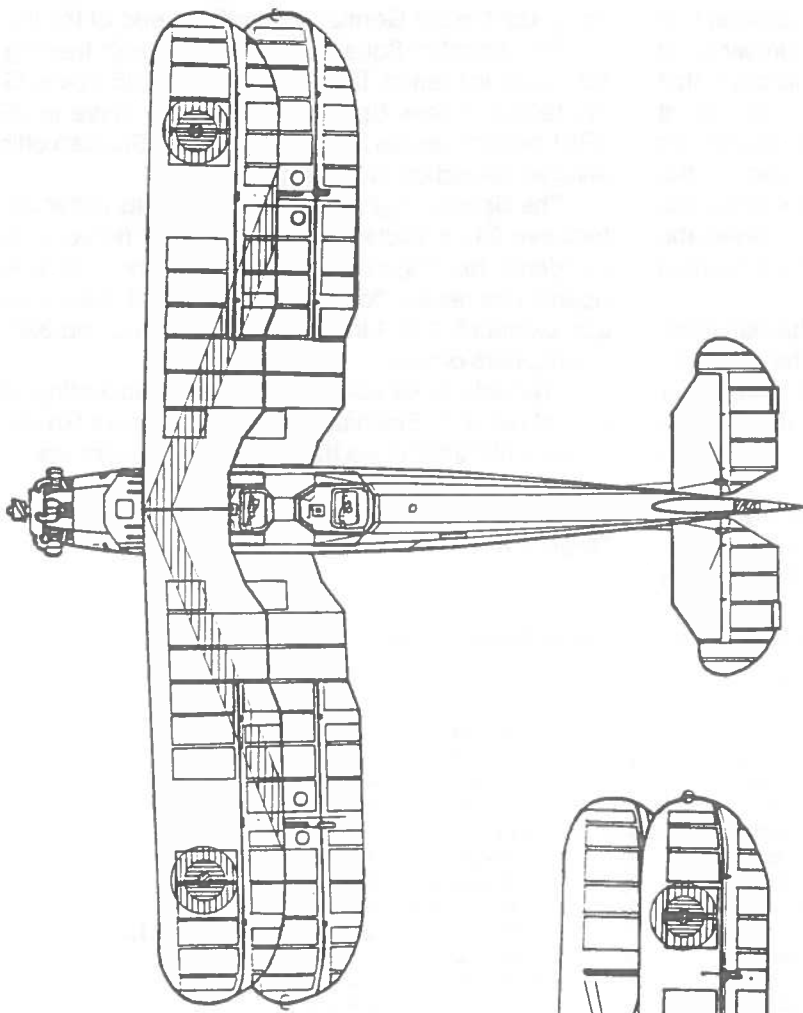
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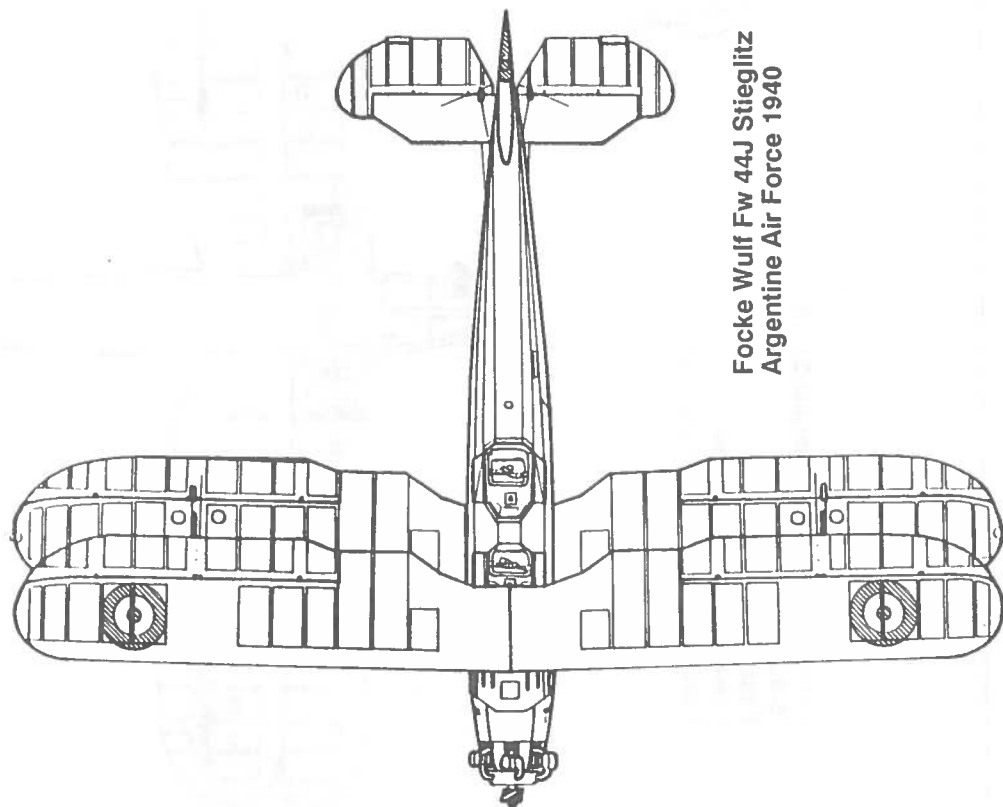
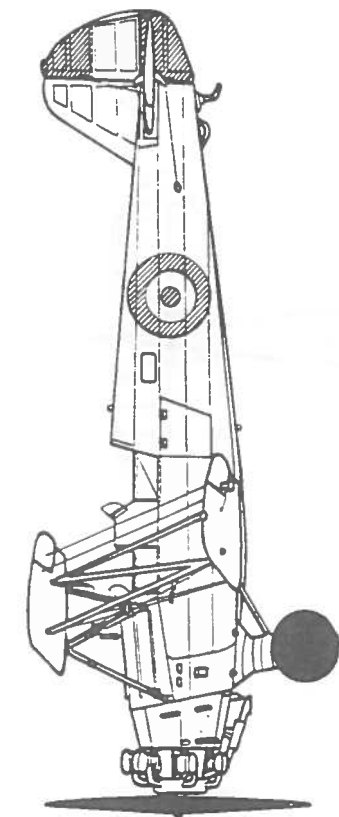
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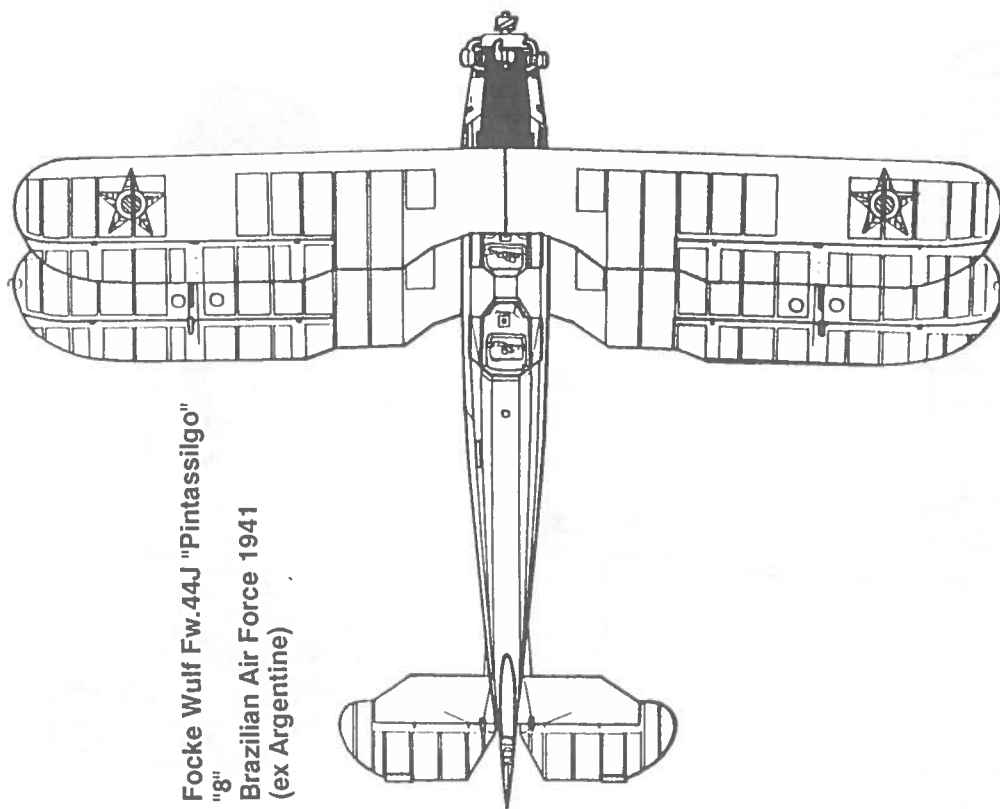
**Small Air Force
Focke Wulf Fw 44
Stieglitz**



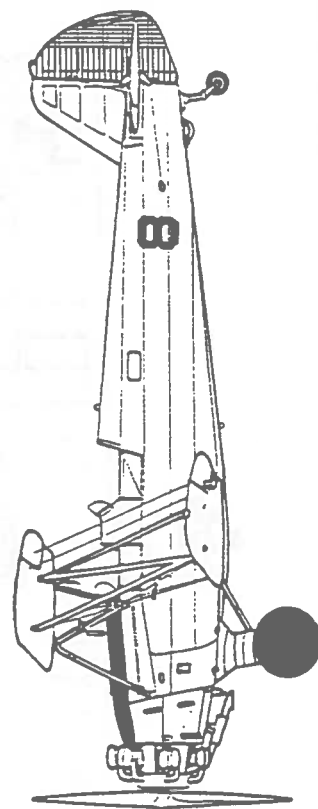
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"1-1-1" AV N-158
Brazilian Navy 1938**



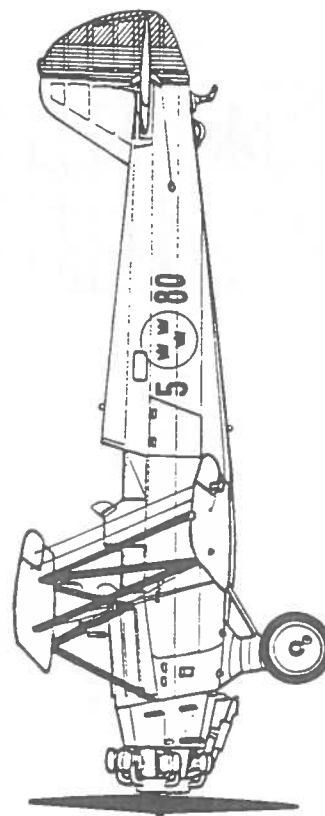
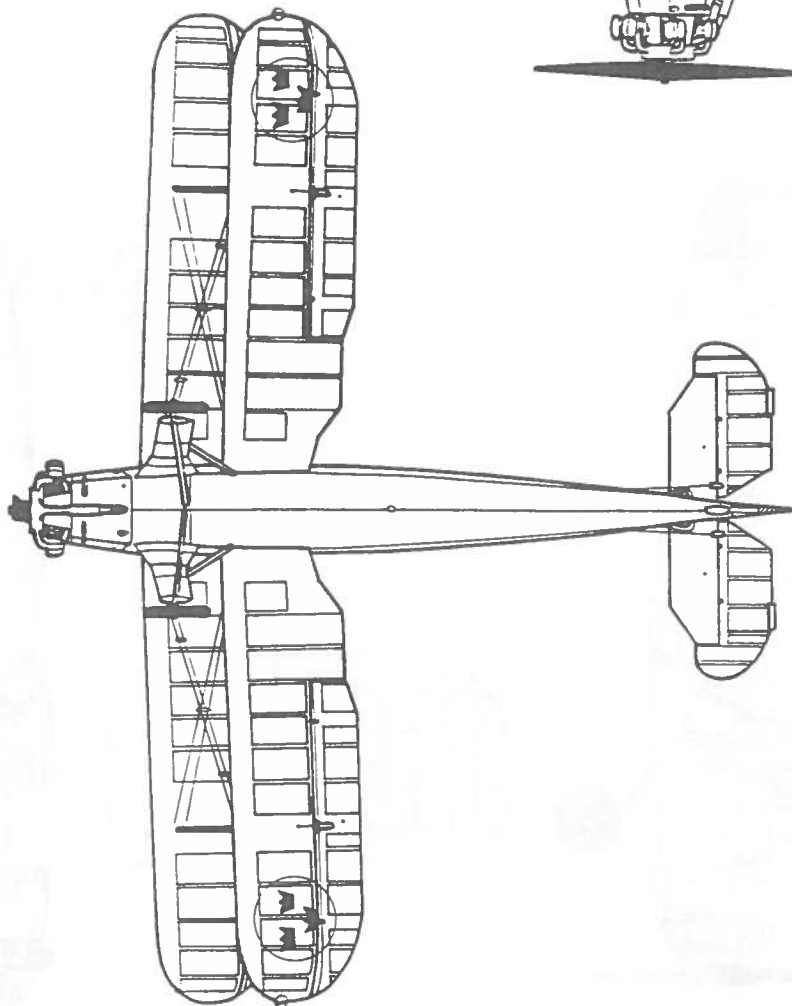
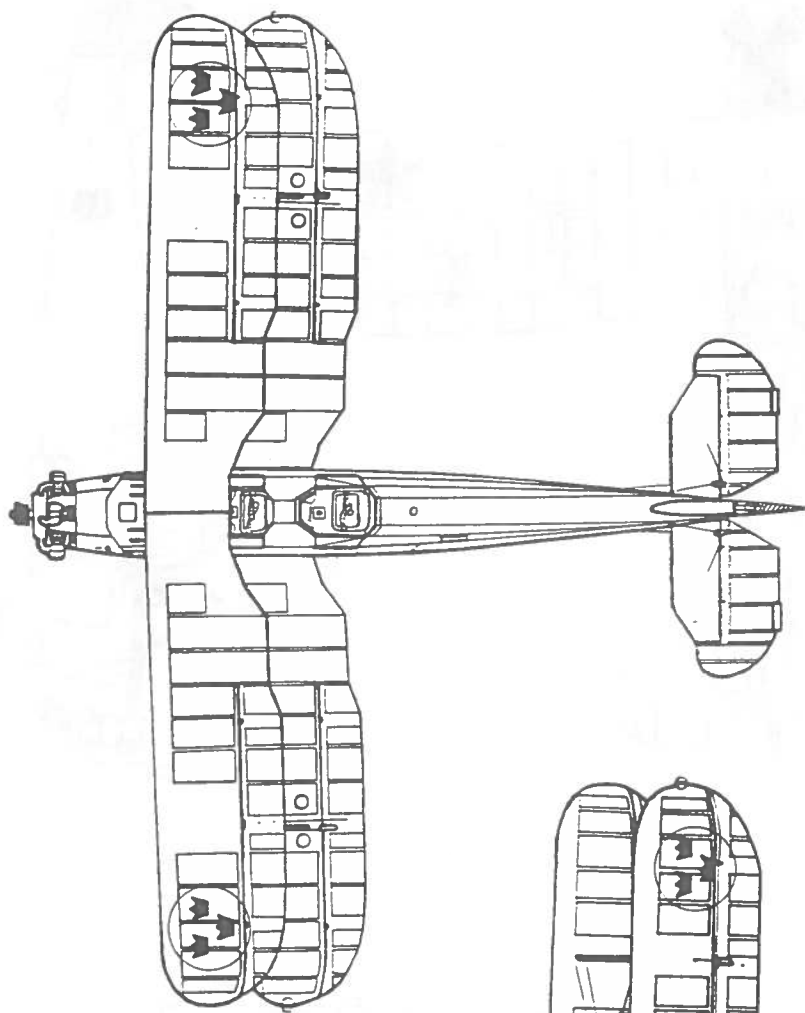
Focke Wulf Fw 44J Stieglitz
Argentine Air Force 1940



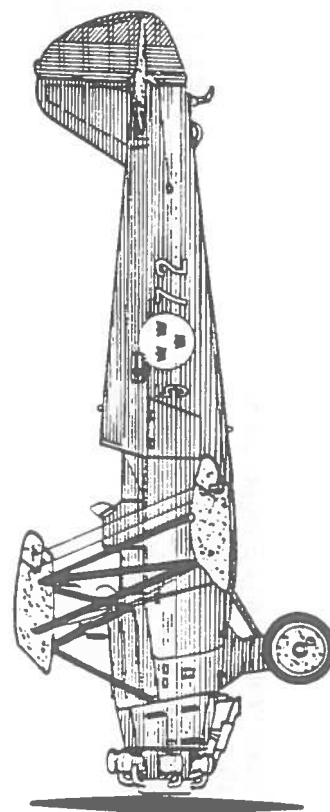
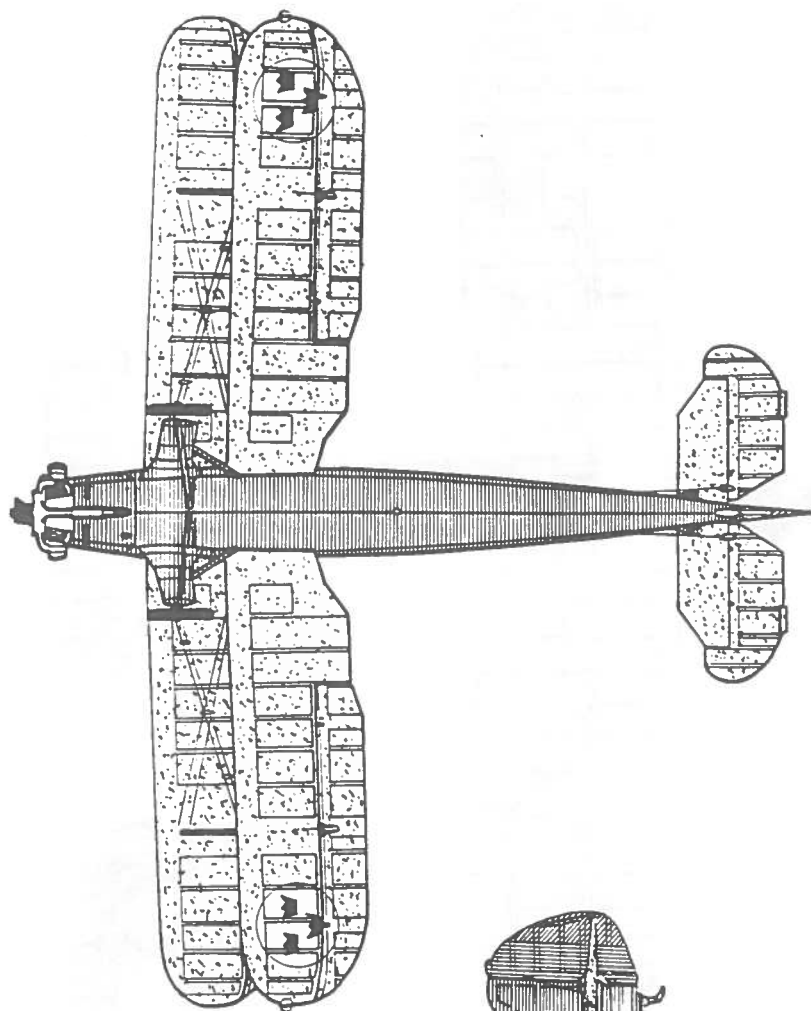
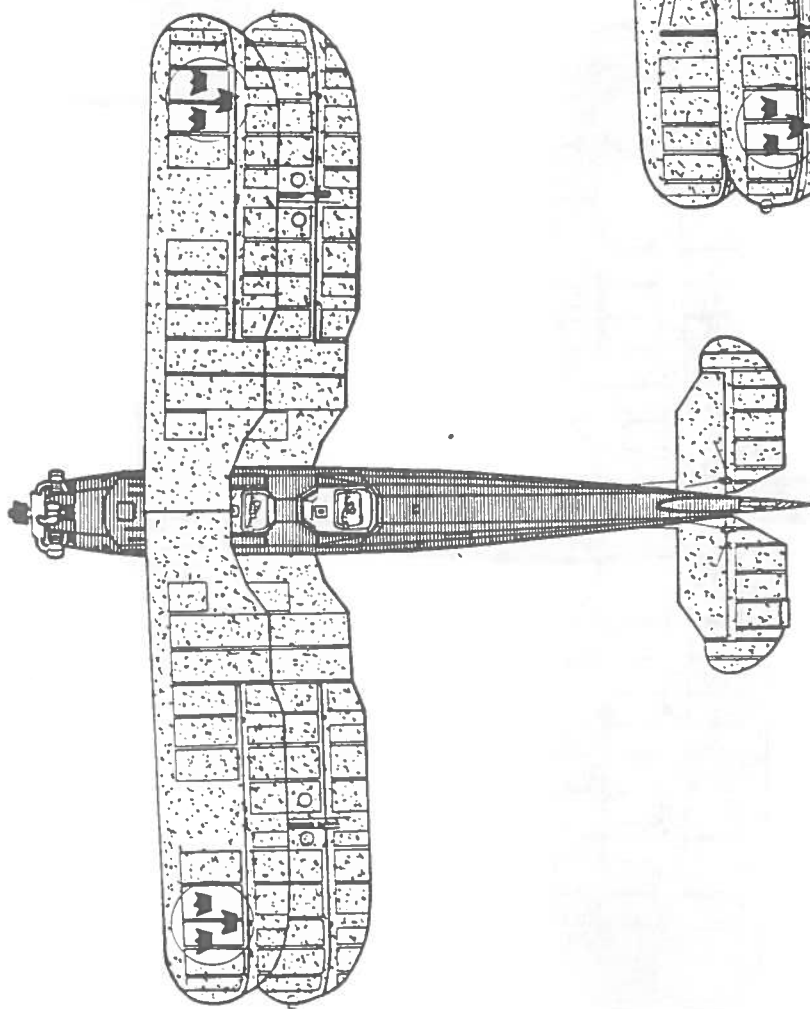
Focke Wulf Fw 44J "Pintassilgo"
"8"
Brazilian Air Force 1941
(ex Argentine)



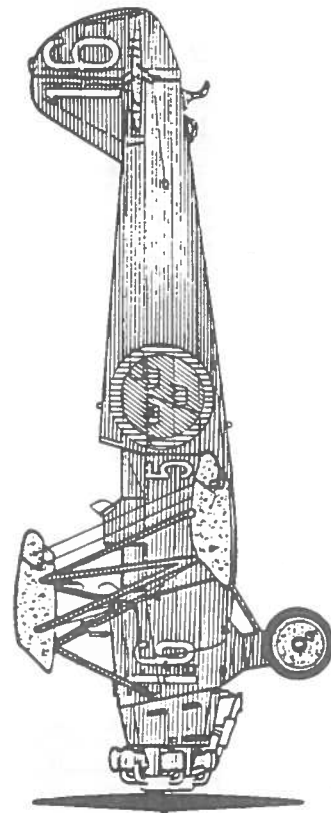
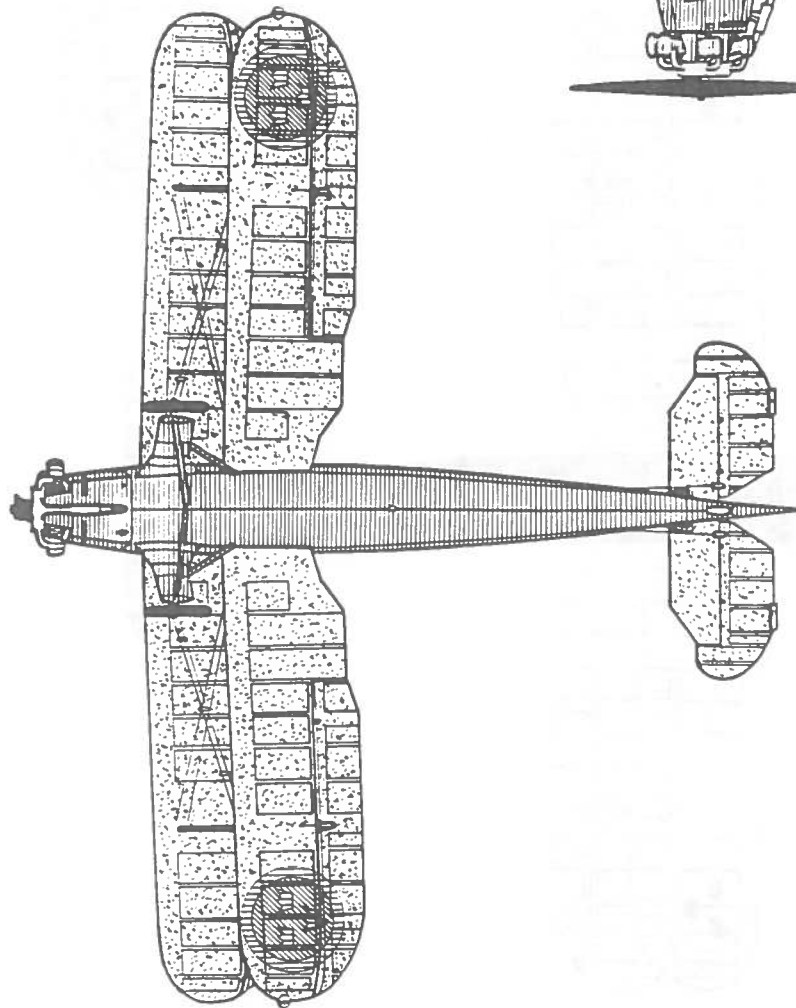
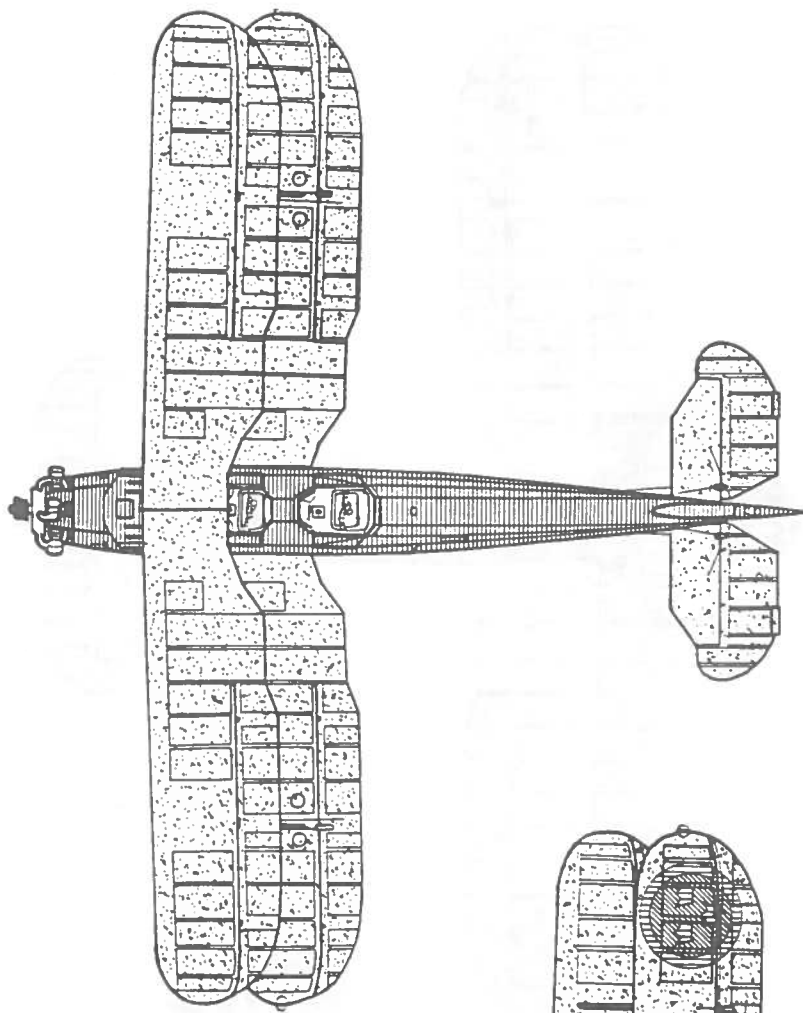
Focke Wulf Fw.44J Stieglitz Sk 12
 "5-80"
 First batch
 Swedish Air Force 1938
 Color scheme worn 1936-1937

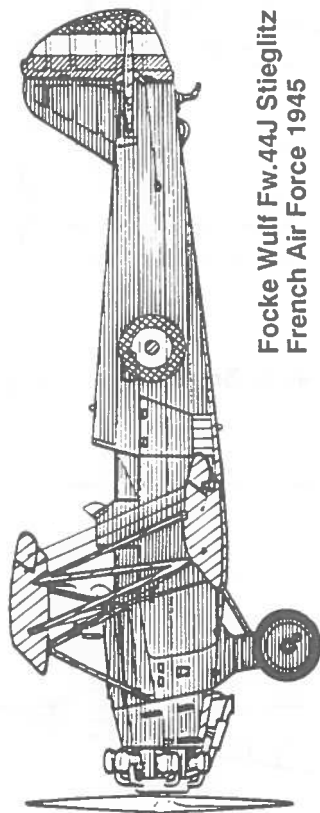


Focke Wulf Fw.44J Stieglitz Sk 12
 "5-72"
 Swedish Air Force 1937
 Color scheme worn 1937

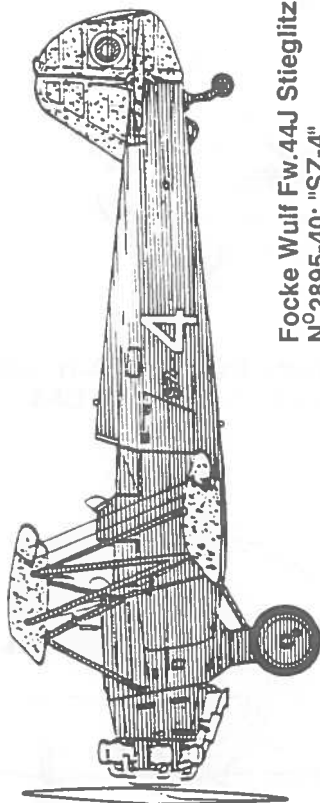


Focke Wulf Fw.44J Stieglitz Sk 12
 "16"
 F5 Training Squadron
 Swedish Air Force
 Ljungbyhed Air Base 1942

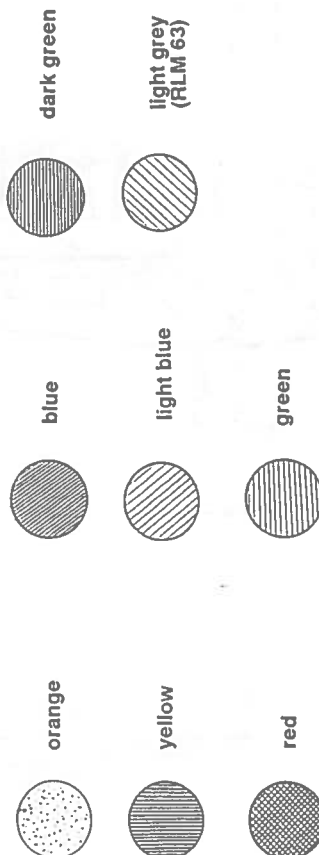




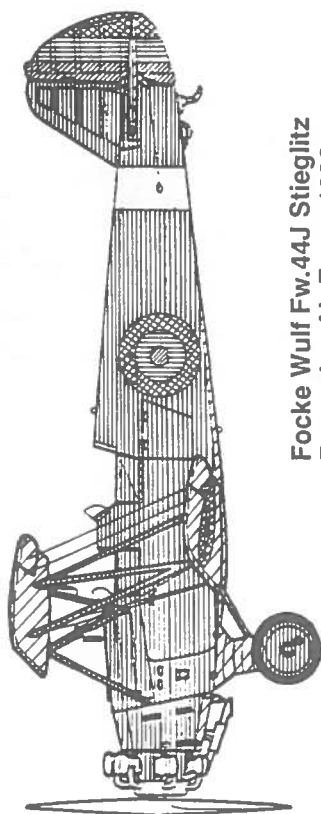
Focke Wulf Fw.44J Stieglitz
French Air Force 1945



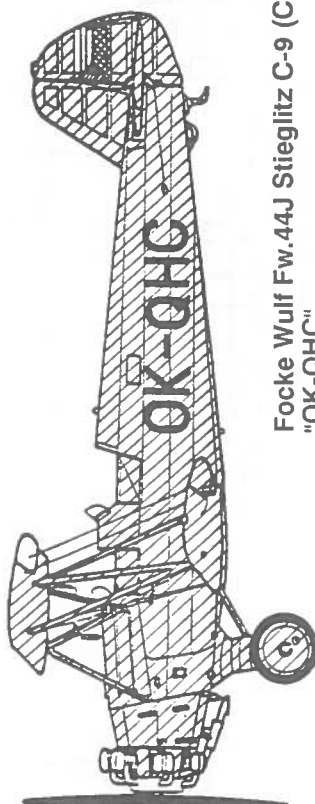
Focke Wulf Fw.44J Stieglitz
N°2895-40; "SZ-4"
Finnish Air Force
Kuorevesi, 1972
in markings of the 50's



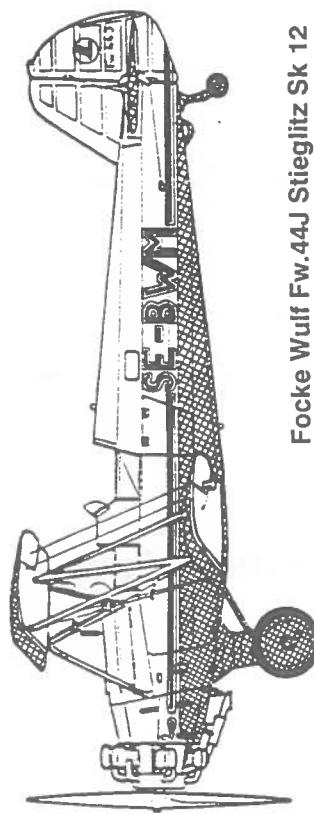
White represents silver except for insignia and markings



Focke Wulf Fw.44J Stieglitz
Romanian Air Force 1938



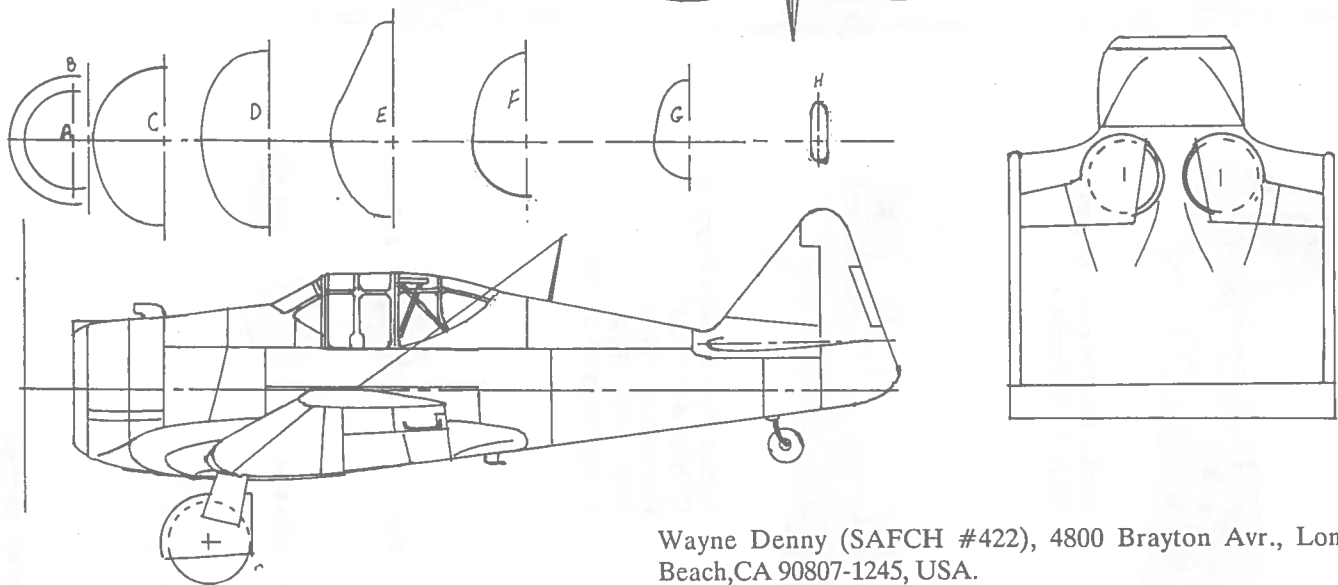
Focke Wulf Fw.44J Stieglitz C-9 (C-14)
"OK-QHC"
Hodkovice & Liberce
Czechoslovakia 1988



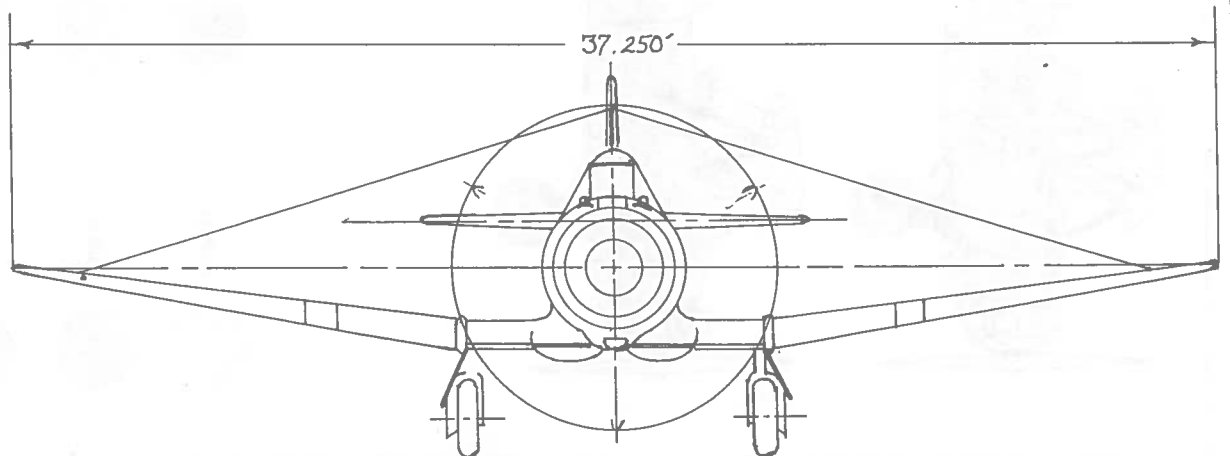
Focke Wulf Fw.44J Stieglitz Sk 12
"SE-BWM"
The 9th Stieglitz built at Vasterasb
ex Swedish Air Force Fv.655
Flown by Ulf Lundin
Vasteras, Sweden 1991

Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France

North American NA-50



Wayne Denny (SAFCH #422), 4800 Brayton Avr., Long Beach, CA 90807-1245, USA.



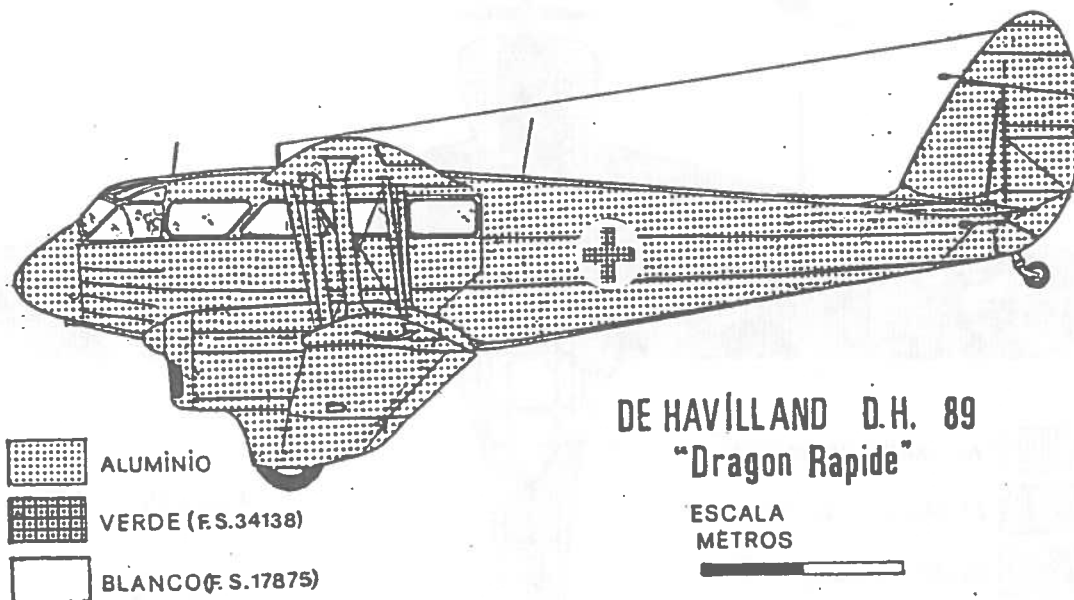
Uruguayan Miscellany

Bell UH-1B Iroquois, FAU '060' of the Grupo de Aviacion N° 5 (Busqueda y Rescate) based at Brigada Aerea I (Carrasco, Canelones) in September 1976. Drawing by Pedro Otto Cerovaz.

Curtiss SNC-1, E-205, of the Aeronautica Militar, Escuela Militar de Aeronautica (Pando), in December 1944. This is the aircraft which Lt. Carlos Mercader (today retires and an aviation artist) flew at the closing ceremony of that year's training. The photo on the front cover shows the aircraft carrying serial G2-205 while on display at the Meseo Aeronatico. The yellow (amarillo) on the tail surfaces has not

been confirmed as being used during the aircraft's active service. Drawing by Pedro Otto Cerovaz. English translation by Gary Kuhn (SAFCH #257)

De Havilland DH.89 Dragon Rapide (c/n 6333). Air Ambulance assigned to the Aeronautica Militar de Uruguay (as the Fuerza Aerea Uruguay was then called). Aircraft was based at the military air field 'Cap. Boiso Lanza', Montevideo. Later this aircraft carried civil registration CX-ABL. Drawing by Pedro Otto Cerovaz. English translation by Gary Kuhn (SAFCH #257).



DE HAVILLAND D.H. 89
"Dragon Rapide"

ESCALA
METROS

*SAFCH #257
Jul. 1993*

-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-

Philately. Brazilian First Day Covers. Four first-day covers from Brazil are available from the SAFCH Sales Service:

- (1) A set of three multi-colored R\$ 0,22 stamps commemorating female Brazilian aviators (Mulheres Aviadoras): Ada Rogato, Thereza de Marzo, and Anesia Pinheiro. Each stamp features a portrait of the aviator superimposed on a photograph of her aircraft. The stamps are connected with a horizontal green/yellow ribbon with the inscription "Brazil 2000". The stamps have been very carefully cancelled "Sao Paulo-SP-8.3.2000" so as to barely touch the borders of the stamps.
- (2) Celebrating the "Centenary of the dirigible airships: The flight of Santos-Dumont dirigible #3",

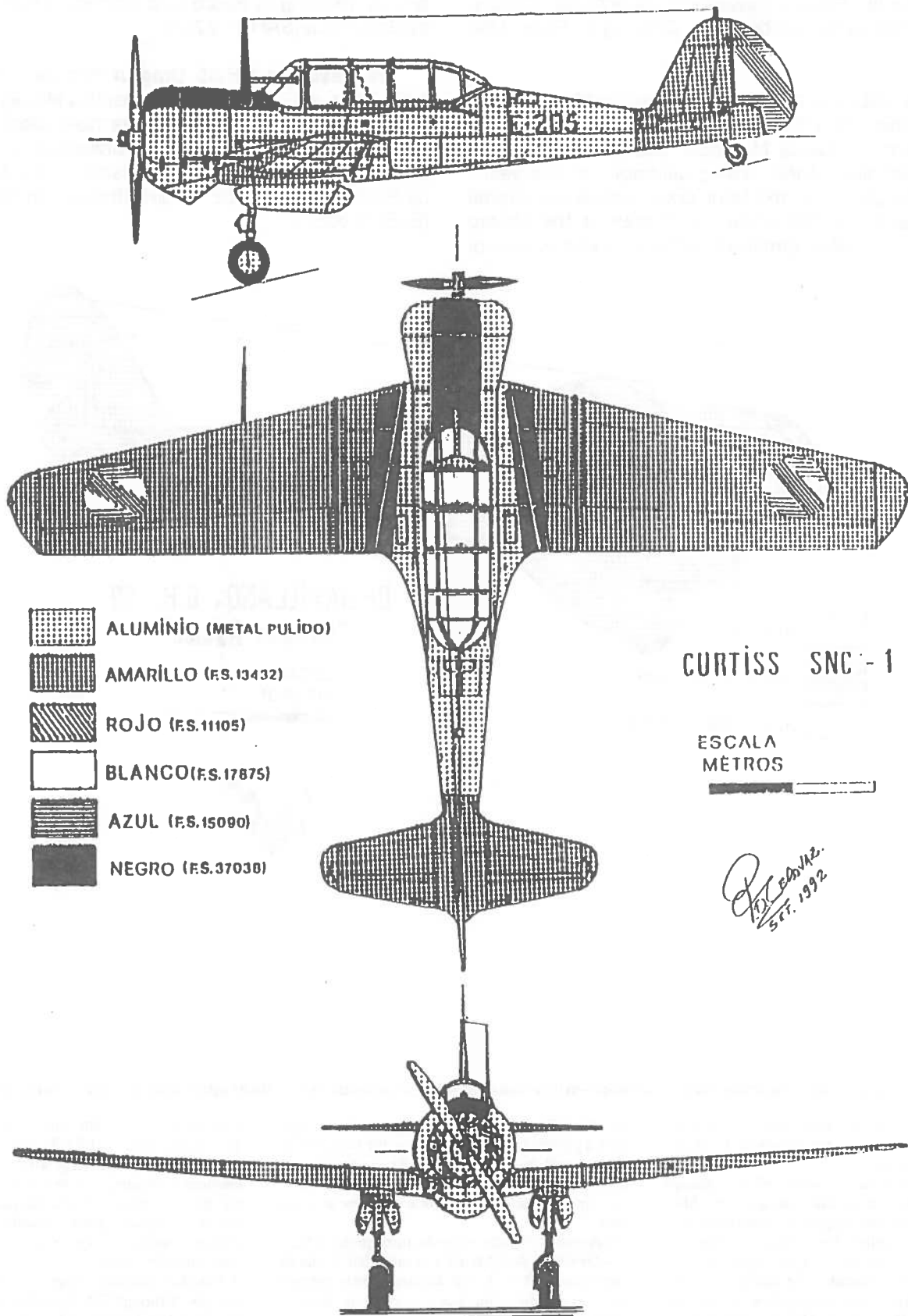
the R\$ 1,20 stamp features dirigible #3 in flight with a photo of Santos-Dumont in the foreground. The cancel is inscribed "1° dia de circulacao: 20/07/99 Brasilia". This envelope comes with a descriptive brochure. Only one envelope is available.

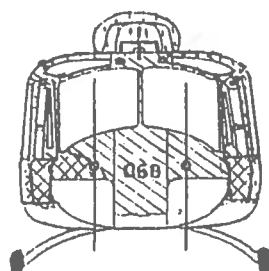
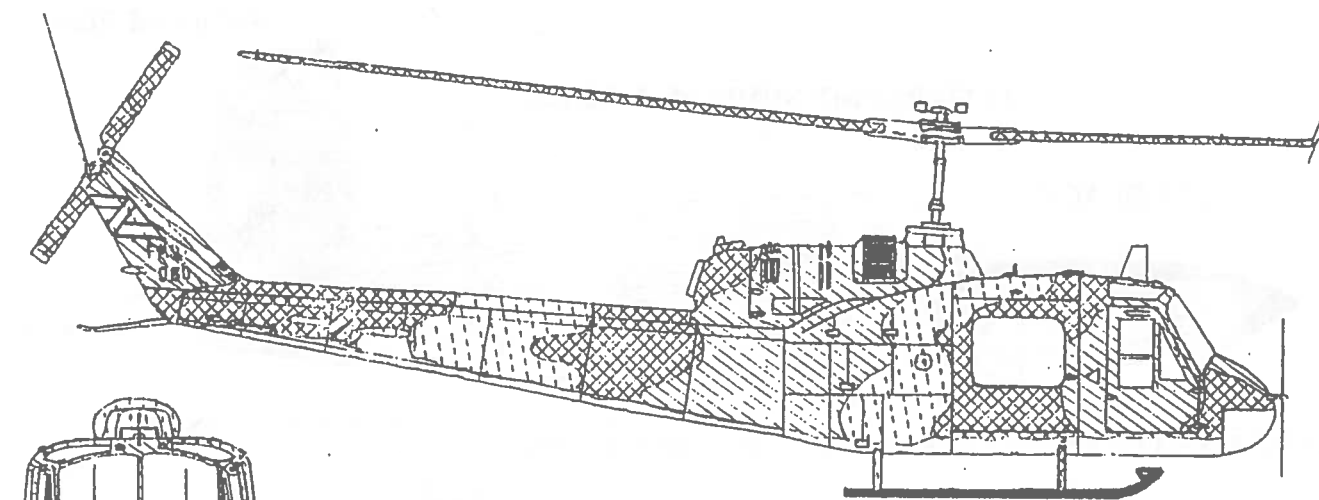
- (3) Another first-day cover features flight of Santos-Dumont's dirigible #1. It is cancelled "1° dia de circulacao 18/7/98: Rio de Janeiro". There are two R\$ 0,31 stamps. One has a portrait of Santos-Dumont with a spherical balloon in the background. The other a photograph of him in a basket with what I assume is dirigible #1 in the background. Only one envelope is available.

- (4) Another first-day cover celebrates the 30th

anniversary of the 6th Air Transport Squadron. The stamps value is R\$ 0,51 and features an EM-BAER transport in flight with a white eagle, an emblem consisting of a sword with golden wings, and the inscription 6° ETA. The cancel declares "1° dia de circulacao 12/5/99: Brasilia". Only one envelope is available. This envelope comes with a descriptive brochure.

A Brazilian member, Sergio Dos Santos, sent envelopes. Although I like to collect stamps, I am not into First Day Covers, so I have no idea how much these are worth. If you want any, please send me an appropriate amount of money so I can credit Sergio's SAFCH account.



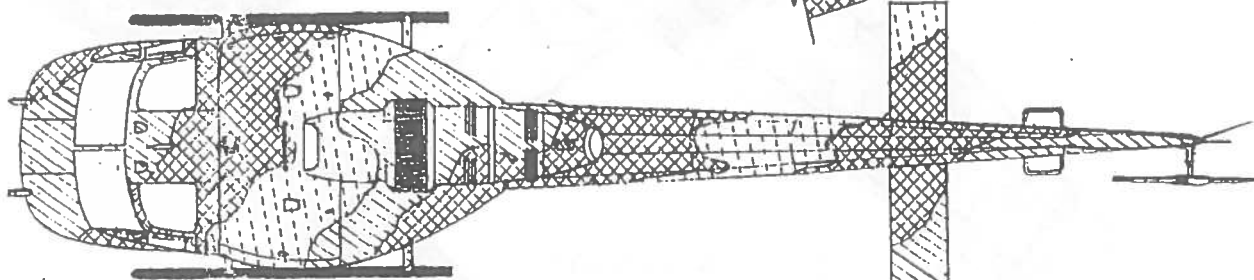
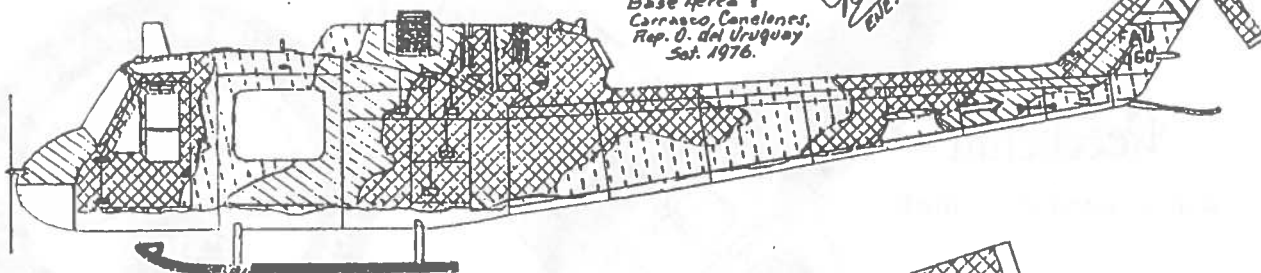


BELL UH-1B "Iroquois"




Esc. 1:72

Base Aérea 1
Carrasco, Canelones,
Rep. O. del Uruguay
Set. 1976.


P. EROVIZ
ENT. FEB. 2002





Upper surface

-  Tan F.S. 30219
-  Forest Green F.S. 34079
-  Dark Green F.S. 34102

Under surface

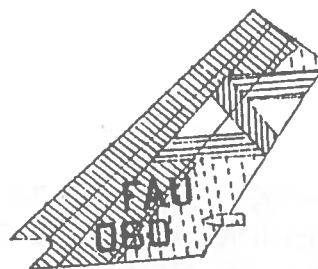
-  Gray F.S. 36622

Flag

-  Blue F.S. 25051
-  Red F.S. 21106
-  White F.S. 27075

-  Black F.S. 37030

Doors both sides Triangle Red F.S. 31136
 Rotors tips blades Yellow F.S. 39538
 Blade antenna White F.S. 17075
 Tail both sides Arrows Red F.S. 31136



BEECHCRAFT T - 34C TURBO MENTOR

FUERZA AEREA ECUATORIANA

NATIONAL FLAG

LETTERS AND NUMBRES IN BLACK

FLAT BLACK

E S M A

SPINNER AND PROPELLER BLACK WHITE RED WHITE TIPS

WHITE ANTENNAS





ENGINE EXHAUST
BURNT METAL

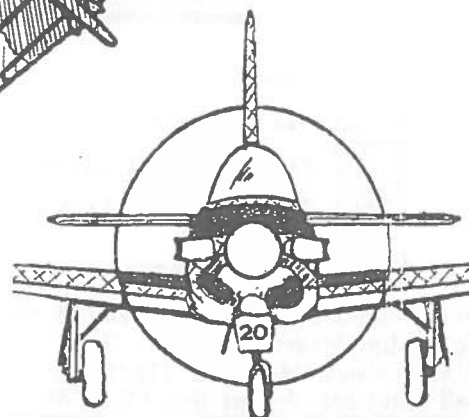
Beechcraft

WHITE LANDING GEAR

BLACK WALKWAYS



-  DARK GREEN FS. 34079
-  MEDIUMGREEN FS. 34102
-  TAN FS. 30219
-  CAMOUFLAGE GRAY FS. 36622



CAP JORGE DELGADO P.

The Beech T-34C Turbo Mentor at War

Jorge Delgado P.

The success of the Turbo Mentor was such, that foreign countries showed interest in purchasing several of this trainers. Ecuador was not the exception. The Consejo Supremo de Gobierno (Supreme Government Council), of which the FAE's General Commander was a member, issued a decree in 1977 for the purchase of 18 T-34C-1 trainers, which were delivered by the end of 1978 with serial numbers from 0014 through 0031. All of them were for the Escuela Militar de Aviacion (ESMA - Military Air Academy) at Salinas. Flight instruction for first-year students was given in the MPX-650 "Firefly" after which suitable cadets were chosen for further instruction on the T-34C-1 before advancing to the Strikemaster Mk-89.

At least five T-34C-1s were lost due to different circumstances while in service with the Escuela Militar de Aviacion.

During the 1995 conflict with Peru for the "Alto Cenepa", the ESMA became "Escuadron Combate 241". This was part of the reorganizational scheme of the COMAC (Comando Aereo de Combate), a group of Generals empowered to take vital decisions for the safety of the national air space. They came up with a new concept of tactics and strategies including the establishment of a new organization consisting of: Escuadron Combate 21 (fighters), Escuadron Combate 22 (rescue), Escuadron Combate 23 (ground support), Escuela Militar de Aviacion (Combat Wing 241), and Escuela de Infanteria Aerea (security and antiaircraft defense).

During the conflict with Peru, Escuadron Combate 241

was assigned the duties of forward air controller, relaying communications, observation, reconnaissance, and other tasks. Operating from the city of Cuenca, in the southern part of the country close to the border with Peru, the Ecuadorean T-34C-1s were fully armed with miniguns and rockets. The crews were on a 24 hours combat alert. The fledgling pilots completed a total of 191 sorties by the end of the conflict. A total of 349 hours and 55 minutes of flight time were accumulated over the "Zona Veneno" (poison zone), which was the name given by the airmen to the sector in which the most intense combat took place.

Cap. Jorge Delgado P. (SAFCH #862), PO Box 2207 - URDESA, Guayaquil, Ecuador. jdelgado@ipse.net.

[Editor's note: Published information on the number of Turbo Mentors used by the EAF is inconsistent with Jorge's account. Jorge states there were 18 T-34C's serialized 0014 to 0031. But, Andrade, in his book *Latin-American Military Aviation*, published in 1982, says "Twenty turbine-powered T-34C delivered in 1978 with serials including 0014 and 0018 to 0039." This only adds up to 14 aircraft, but he did say "including" so other serials may have been used. I asked Dan Hagedorn, SAFCH member and Latin American specialist, about this. He replied, "I can account for 21 FAE T-34C-1s, msn GM14-25 and GAM32-40 which became FAE 0014 to 0034. I have confirmed sightings for all but FAE 0014. Sorry if this only adds to the confusion. Although not part of Jorge's story, the Ecuadoran Navy also received at least three T-34C-1s in May 1980."]

Paraguayan Air Force Neiva 56B Paulistinha L-6

Antonio Luis Sapienza Fracchia

In 1963, the *Força Aérea Brasileira* (FAB) donated four Neiva 56B Paulistinha to its Paraguayan counterpart. The Paulistinha resembled the famous Piper PA-18 Super Cub and it was built in large numbers for the Brazilian civil and military markets. Some of them were also exported to other South American countries. The ones donated to the FAP were ex-FAB, which belonged to the 3rd Liaison & Observation Squadron (ELO) based at Canoas, Rio Grande do Sul.

Once in Paraguay, they were used as primary trainers along with the PT-19s in the Training Squadron of the FAP, based at Ñu-Guazú AFB near Asuncion. They received the serials E-01, E-03, E-05 and E-07 (E for *Escuela*, School) which were painted in white on both sides of the fuselage. They all kept the overall dark green color scheme. The Paraguayan roundel was painted in two wing positions, upper left and below right. The rudder was painted red, white, blue (from the top) with a yellow star on the white stripe. The propeller spinner was also painted red, white, blue (from the front). "L-6" was painted in white in the vertical stabilizer on both sides.

In 1964, the FAP L-6s were flown to the *Parque Aeronáutico Dos Afonsos*, in Rio de Janeiro, to receive an IRAN inspection. After that, they returned to Paraguay and in 1966, they were transferred to the *Grupo Aéreo de*

Entrenamiento y Transporte (GAET). By the late 60's, E-07 was grounded and was used as a source of spare parts of the others.

There are no reported accidents with the FAP Paulistinhas. The three surviving samples were kept in flying conditions for the rest of the 1960's. In the early 70's, Brazil started donating Texans to the FAP, and although they were advanced trainers, the Paulistinhas soon began to be withdrawn from use. By 1973, none of the L-6s were flying, ending a career of almost 10 years of good service in the FAP.

FAP L-6 Paulistinha Fleet

FAP serial	c/n	FAB serial	Comments	Fate
E01	1005	3084	3 ELO-Canoas	wfu 1973
E03	1006	3085	3 ELO-Canoas	wfu 1973
E05	1008	3087	3 ELO-Canoas	wfu 1973
E07	1017	3096	3 ELO-Canoas	wfu 1969

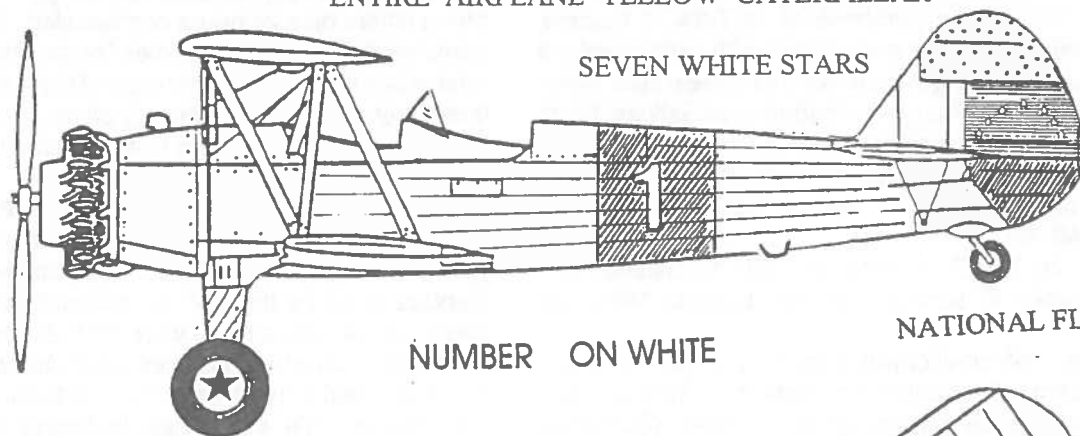
Acknowledgment: The author would like to thank Col. FAB Aparecido Camazano Alamino for the information on the Paulistinhas.

Antonio Luis Sapienza (SAFCH #1160), PO Box 2721, Asuncion (1209), Paraguay. E-Mail: asapienza@ccpa.edu.py

Stearman PT-17

FUERZA AEREA VENEZOLANA

ENTIRE AIRPLANE YELLOW CATERPILLAR

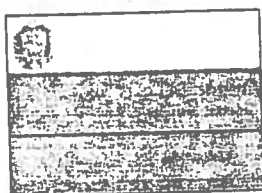


SEVEN WHITE STARS

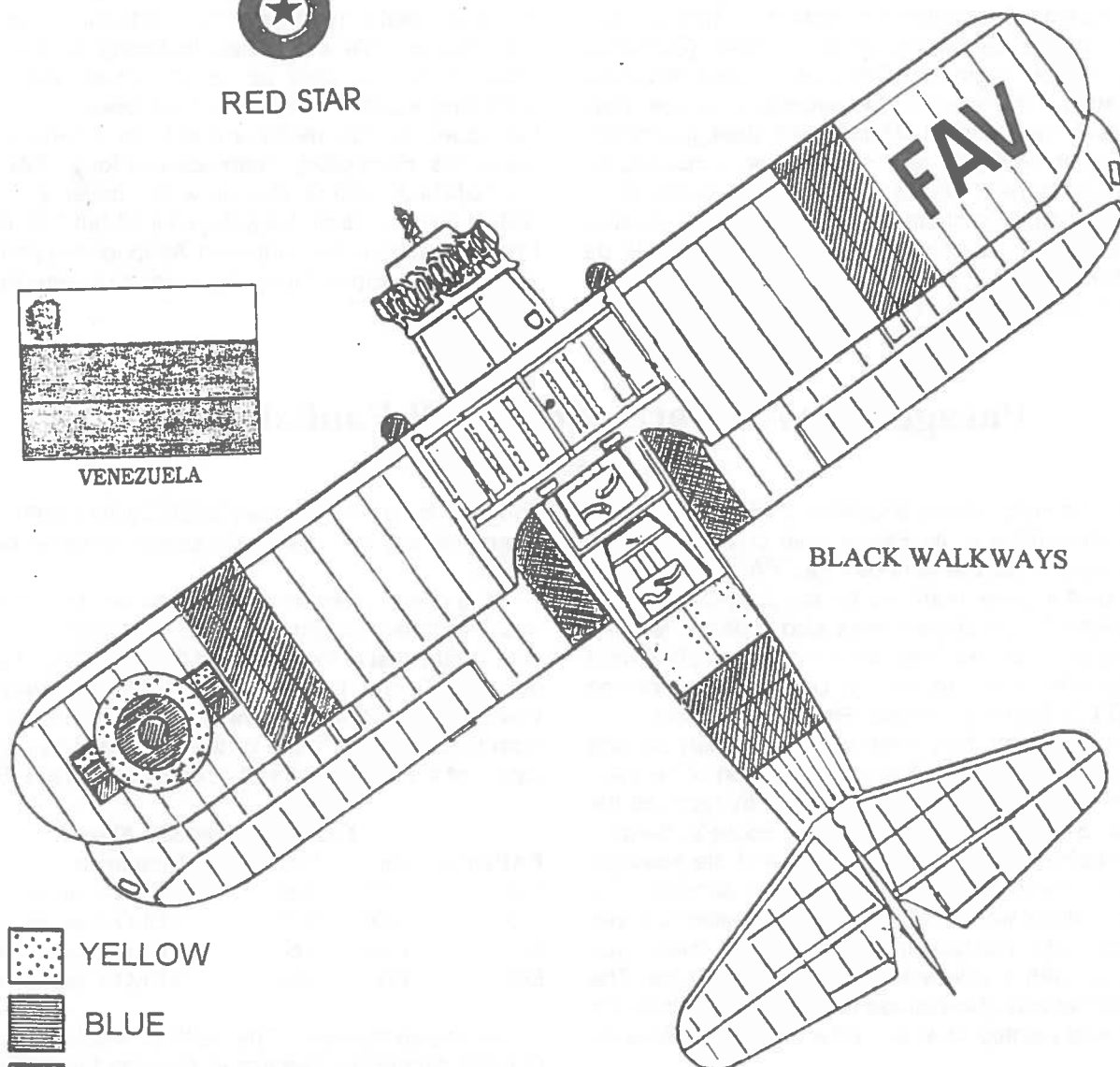
NUMBER ON WHITE

NATIONAL FLAG

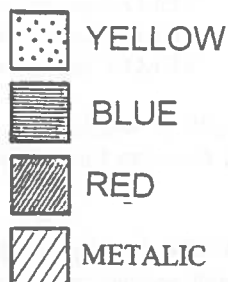
RED STAR



VENEZUELA



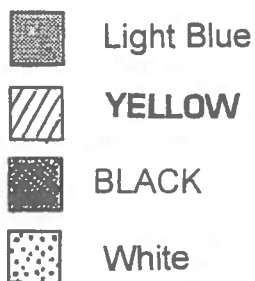
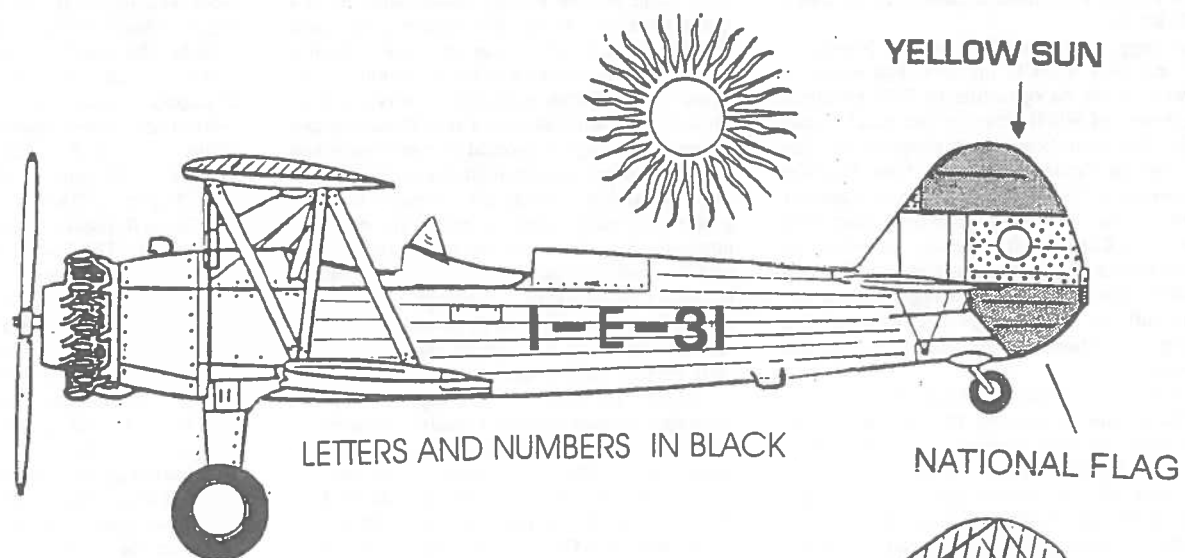
BLACK WALKWAYS



MARKINGS OPOSITE UNDER WING

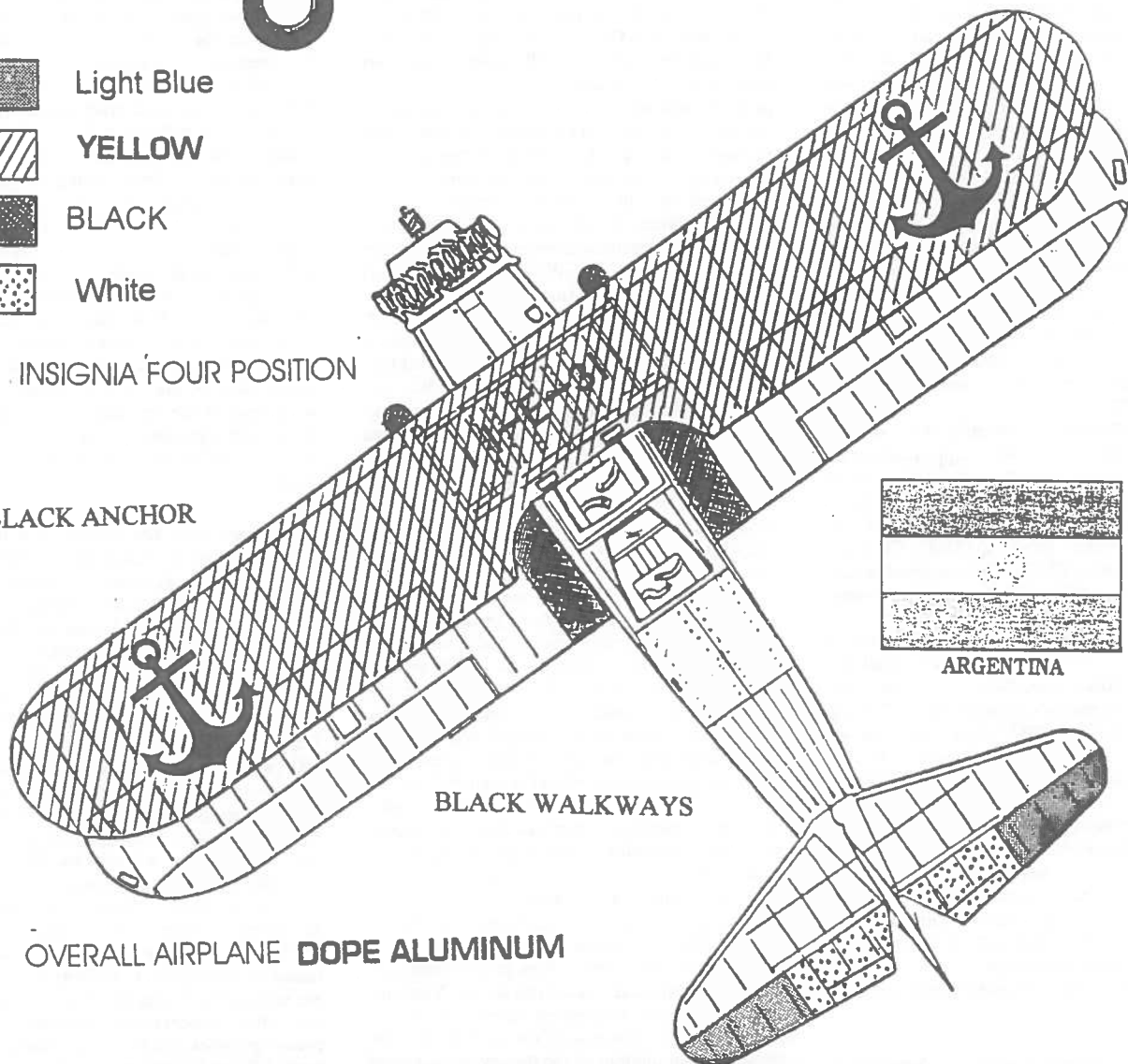
CAP JORGE DELGADO P.
(SAFCH # 862)

Stearman PT-17



INSIGNIA FOUR POSITION

BLACK ANCHOR



ARMADA DE ARGENTINA

CAP JORGE DELGADO P.
(SAFCH # 862)

Consolidated PBY Catalina: The Peacetime Record, by David Legg. Naval Institute Press, 291 Wood Rd., Annapolis, MD 21402, USA. Hardbound, 300 pages 8.5 in. by 11.5 in., 384 photos (32 in color), Appendices, Bibliography, Index. (2002) \$45.00.

David Legg, editor of *The Catalina News* (see Abstracts) and SAFCH member, has written a marvelous book on operation of PBY Catalinas since the end of WWII in both military and civilian service. The book begins with chapters on "The PBY and its Predecessors" and "The Pre-War Commercial PBYs". This is followed by a chapter describing the various modifications that were made to the Catalina after the war, including the Super Catalina, the Turbo Canso, and the four-engine Bird Innovator, as well as changes made to suit the aircraft for mapping, geological survey, fire fighting, agricultural and pesticide spraying, and film work.

The next eight chapters (112 pages) describes Catalina service by country. The presentation of military use includes war-time and post-war service with a table listing individual aircraft by serial, c/n, type, place of manufacture, previous id(s), and notes. Civilian service is covered by company/owner with a table of individual aircraft listing registration, c/n, type, place of manufacture, previous id(s), and notes. All this is tied together with informative and well-written text and extensive photo coverage of the aircraft in the appropriate markings.

As an example of the depth of military coverage, consider Denmark where it is given 4 pages and 6 photos. The Royal Danish Air Forces operated 16 Catalina and, as an example, the table gives the following information on (serial) FM53/82-853/L-853; (c/n) CV-316; (type) Canso A; (place of manufacture) CAN VIC (Cartierville); (previous identity) 11034 RCAF; (name) Pluto; (notes) Crashed off Gilleleje, 11/12/1969 during water landing. Wreck recovered to Vaerlose for investigation, 1/1970.

As another let's look at Colombia whose military operated ten Catalina while 33 appeared on the civil register. As an example of the later consider (registration) HK-1510E; (c/n) CV-257; (type) Canso A; (place of manufacturer) CAN VIC (St. Hurbert); (previous id(s)) C-1510E, CF-DTR, 9823 RCAF; (notes) TEXACO. Destroyed in mid-air collision with FACF-47D Thunderbolt, Colombia, 26/9/1953.

The next eight chapters (56 pages) are devoted to survivors, again listed by country. The final two chapters are "Total Losses Since 1970" and "Scattered Catalina Remains". Appendices are: "Designations Applied to PBY/Catalina Family", "Summary of Consolidated Model 28/PBY/Catalina/Canso/Nomad/GST Production", and "Summary of USAF Catalina Serials". It goes without saying that this book is a must for all Cat lovers. In addition, it is highly recommended to all readers of SAFO because of the many excellent photographs and the extensive information on small-air-force Catalina. Don't be put off by the subtitle "The Peacetime Record"; there is plenty in here for the military enthusiast.

Review copy provided by the author and the Naval Institute Press.

French Arms, by Ronald Tarnstrom. Armed Forces Handbook. Trogen Books, 2895 14th Ave., Lindsborg, KS 67456, USA. Hardbound, 830 pages 5.75 in. by 9 in., Bibliography, Index. (2002) \$49.95

It has been a long time since we have had a new **Armed Forces Handbook** to review, so it with great pleasure that I received **French Arms**. For those who are not familiar with SAFCH-members Ron Tarnstrom **Armed Forces Handbooks**, let me quote from the authors description of his latest volume. "French Arms is one of a series of reference books detailing the development of the world's armed forces from prehistoric times to the present. (1) Each Historical Era is Presented as a Complete Package. Supported by extensive orders of battle and hundreds of small identification drawings illustrating nearly all weapons used or proposed by each branch of service, the narrative integrates the civil events that propel the military with the combined operations of army, navy and air forces in prosecuting each campaign. (2) Information is Positioned with the Pertinent Section. The sections describing the campaigns include a complete package of information: unit organizations, equipment, specifications of weapons, maps of campaign movements, and a general narrative of operations that includes descriptions of tactical developments. This format removes the need to negotiate tedious charts and tables in the back of the book as all information is grouped with the era it describes. (3) A Catalog of Weapons Traces their Historical Development. Well-known weapons are illustrated and described, but the rare and proposed also appear. Small arms development is traced from the earliest hand guns and arquebuses through the matchlock and flintlock muskets, percussion rifles, automatic rifles, mechanical revolving machine guns, automatic machine guns, coehorn mortars, trench mortars, Stokes mortars, bazookas and recoilless rifles to the newest assault rifles and personal ATGWs and SAMs. Artillery pieces described range from the ancient wooden siege engines and tubes-strapped-to-boards through the gradually lightened wheeled smooth-bores of the 16th-19th Centuries to the recoil-buffered terror weapons of the First World War and their modernized derivatives of the present day. Descriptions of Armored vehicles include armored personnel carriers and armored cars as well as tanks of all kinds. The development of mobile AFVs and their tactics through World War II is capped with descriptions of the specialized tanks and wheeled fighting vehicles now in use. Coverage of aircraft includes transports and seaplanes as well as fighters, bombers and reconnaissance aircraft from the earliest boxkites, through the dirigibles, armed scouts, observation aircraft and bombers of the First World War, the developed piston-engined warplanes of World War II and the postwar jets. Naval vessels include the galleons, ships-of-the-line, frigates, corvettes, brigs and bomb vessels of sailing ship days, the redoubt frigates, casemate corvettes and coastal monitors of the 19th Century, and the full range of armored cruisers, battle cruisers, battleships, aircraft carriers, destroyers, submarines and mine vessels of the two world wars to the current nuclear navies." I've included this long quote both because it is an honest precis of the book and because I feel inadequate to discuss aspects of the book other than aviation.

In a letter to the reviewer, Ron gently chides him about his previous reviews of this series: "You have done a good job of clarifying the purpose of our books but some have missed the main point - that these are compilations of the history of the armed forces of each nation, not the history of their battles, although we do give detailed OBs and a summary of each campaign. We are principally concerned with weapons (the little drawings are for

identification purposes, organizational and tactical evolution - not modelling details!"

So, how does **French Arms** stack up. First of all, it's a huge book, 839 pages not counting the extensive index, weighing in at 2 lb 14.5 oz. The major headings are "Ancient France and Belgium" (16 pages); "The Middle Ages" (54 pages); "The Renaissance in Warfare" (26 pages); "Europe Reforged in Fire" (25 pages); "France Seeks an Empire" (27 pages); "War of the Spanish Succession" (10 pages); "War of the Austrian Succession" (8 pages); "Seven Years War" (28 pages); "The Wars of the Revolution" (23 pages); "The Second Empire" (21 pages); "The Third Republic" (24 pages); "The Great War" (164 pages); "The French Armed Forces between the Wars" (69 pages); "Defense of Western Europe" (59 pages); "The Battle of France" (25 pages); "Francaise (Vichy)" (24 pages); "Armee de France Libre (Free French)" (24 pages); "Aftermath of World War II" (51 pages); "Belgium" (97 pages); "Luxembourg (7 pages); Monaco (1 page). With WWI starting on page 309, most of the book is devoted to the two World Wars. The descriptions of the battles appear to be very comprehensive with tank and aerial combat described in great detail. The drawings of weapons are repeated whenever they are encountered in the text. While this may not be necessary for the readers of SAFO who will need a drawing to recognize the futility of sending a Potez 63 on a ground attack mission, but I found it useful to see a Renault AMR 33 while reading about its battle with a Panzer unit.

Who will benefit from having this book on their shelf? Once again Ron says it better that I could: "The novice will find the **Armed Forces Handbooks** a huge basic library of military information. The army, navy or air forces specialist is provided a ready guide to the other branches of service to allow a full appreciation of the place of his specialty in the 'big picture'. The busy military professional or author finds a quick reference that allows rapid comparison of the tactical characteristics of the weapons and the interaction of combined operations, with highlighted dates."

Review copy provided by the author and Trogen Books.

Polikarpov I-16: The history of a revolutionary aircraft. Collective research by Patrick Laureau, Juan Arraez Cerdá, Stéphane Souldard and Gilbert Duranthe. With the participation of Mikhail Maslov, Don Antoniu, Alcalde de Mostoles and Brinsley Best. Color illustrations by Teodor Liviu Morosanu; cover art work by Stanislav Hajek. English edition translated from the French original by Brinsley Best. Edited by J. Kytka, Prague, Czech Republic. Published in 2002.

192 pages packed with color and black & white illustrations, black & white and color photographs, detail drawings of every type and usage, including the Zveno/parasite configurations. Chapters cover the aircraft from its genesis, 36 pages on the Spanish Republican and Franquista usage, Chinese Nationalist, Soviet, Finnish and even the single Romanian example. Also it's testing and usage by the Nazis and Japanese and even a color drawing based on descriptions of Mongolian I-16s. There are technical drawings and descriptions of all kinds and of the different series. Annexes cover the I-16's contemporaries, the French evaluation; its renaissance "Down Under" and a condensed biography of Nikolai Polikarpov.

I have long been fascinated by the Spanish Civil War and, in particular, the Fuerzas Aereas

Republicanas Españolas, aka **La Gloriosa**. I have been collecting information on the I-16 Mosca for at least 40 years, and I can easily state that this book has all of the information I could possibly want! Coverage of its usage in the Spanish Civil War is comprehensive as are the accurate color profiles and 3-views of FARE, Franquista and post-war Spanish aircraft. I am impressed!

SAFO readers will also enjoy the chapters, drawings and photographs concerning Chinese Kuomintang and Finnish usage. "And now for something completely different" to quote Monty Python, the color drawings include the Luftwaffe UTI-4 2-place trainer plus the captured Japanese and Romanian examples.

The only source for this book I am aware of is: TMA, 75 rue Claude Decaen, 75015 Paris, France @ £19.50/Euro 30.00 plus £6 for postage and packaging to the U.S. and Oh' Can'adaaa... They accept credit cards and their fax number from the U.S. is 011 33 143 47 34 37. There is a link to TMA's catalog at: www.cocades.com. At the time of this writing the Euro is at US\$ 0.97 and the British Pound Sterling (£) is at US\$ 1.50.

Bill Brown -o- "Marrón el rojinegro", bncbrown@peoplepc.com.

Lockheed Hercules Production List 1954-2003, 29th Edition, by Lars Olausson, Box 142, S-530 32 Satenas, Sweden. E-mail: lars@alfa.telenordia.se. Spiral bound, 164 pages 145 x 210 mm. (2002) US \$13 surface mail included (add \$1.00 for airmail). "No cheques, please: The banks charge is \$14!"

SAFCH member Lars Olausson continues to update his labor of love. This, the 20th edition, continues his successful format: A Production List giving the c/n; model number; initial owner, registration, & delivery date; and subsequent history of every C-130 and L-100 built. This list now occupies 130 pages and covers c/n from 1001 to 5553. Most of the recent non-US orders have been C-130Js for the Italian AMI to replace the 130E transferred to Brazil and a single 130J for the RDAF scheduled for delivery 0309. The remaining 34 pages provide c/n's for Modified Versions; Commercial Operators and Owners; Civil Registrations; Government Operators and Owners; Destroyed Aircraft; and Current Operating Units (USAF, USAF Reserve, and US Air National Guard,); USAF Serial Numbers; USAF Active C-130 Airlift Squadrons History; MASDC/AMARC; and USN, USMC, USCG C-130 Operating Units & Serial Numbers.

The book has been carefully designed to allow access to just about any information you want. For example, if you want to find the Hercules used by an air force, look under "Government Operators" to find the c/n's and then under the "Production List" to find the history of all the C-130 used by that air force. Another example: if you have the FCM decals (48-05) for the Brazilian C-130H s/n 2450 and 2560, a check of the BAF c/n's will reveal that 2450 was c/n 4091, a C-130E delivered 11/65 with the following history "1º Esquadrao/1º Grupo, Galeao, Rio de Janeiro. All 1º/1º aircraft blue arrow on tail. W/o 691221 at Recife, Brazil." and 2560 as c/n 4293, a C-130E delivered 11/68 with history: "1º/6º. SAR. Doors as 4291. 2º/1º (8712,8806). 1º/1º (8810 white, SAR, 8912 green/brown camo, 9105). Destroyed at Formosa. 60 km NE Brasília, when ammunition load caught fire in the air 941014." Reference back to 4291 reveals "Replaceable paratroop doors with 3 windows. 1/6 stylized on tail as jagada sailing boat." [Ed: so that is what the emblem on the tail repre-

sents.] Don't you wish you could get this much information about your favorite aircraft or about the aircraft you're currently modeling?

[Ed: The review copy is available from the SAFCH Sales Service (as are the FCM decals).] Review copy provided by the author.

Kingfisher Collection, Ian Baker and Bill Devins. Aviation History Colouring Book #45 and Chine Lines #22. Ian K. Baker, 31A Mercer St., Queenscliff VIC, 3225, Australia. Bill Devins, IPMS Seaplane SIG, 358 Arbor Rd., Lancaster, PA 17601-3204, USA. (2002)

This booklet is the result of cooperation half-way across the globe between Australia's Ian Baker of Aviation Historical Colouring Books and USA's Bill Devins of Chine Lines. This slim volume, only 20 A-4 size pages plus stock cover, contains a wealth of information about the camouflage and markings of USN and foreign Kingfishers. The booklet is in the usual AHCB style with lots of and well-done illustrations supported by brief, but well-researched captions. The research was done by Bill Devins and drawings (and RAAF research) by Ian Baker.

Side-view drawings are provided for 28 Kingfishers: 15 US Navy, one US Coast Guard, two Fuerza Aerea Mexicana, one Fuerza Aerea de Chile, one Servicio de Aeronautica de la Marina (Uruguayan Navy), three Royal Navy Fleet Air Arm, four Royal Australian Air Force, and one Soviet. Both float and land-undercarriage aircraft are included and most drawings are accompanied by top- and bottom-plan view drawings. As an example of the information contained in the captions, let's look at the Uruguayan OS2U-3 'OP-2' circa 1943: "Smartly finished in colours probably similar to Blue Gray over Light Gray, although the tightness of the colour boundary and the manner in which it was slightly above float chines suggests a re-paint. Red, white & blue insignia on all four wing locations, with black anchors inboard of national insignia on port wing upper and starboard wing underside, rudder flag white with blue stripes, yellow sun, black serial. Later coded A-752/765 range, the six Uruguayan OS2Us subsequently wore light grey over white, serving until 1952." The booklet ends with a listing of USN and RAAF colours giving the FS, Methuen, BS, and Pantone equivalents for each color.

AHCB #45 is an excellent reference for anyone building a model of the Kingfisher. It's a little disappointing that there are not more drawings of small air force Kingfishers, especially of the Mexican Navy aircraft. [Ed: decals for Mexican Army and Navy Kingfishers are available from the SAFCH Sales Service.] And, my files suggest that the Kingfisher was also used by Peru and Thailand, but given the reputation of the authors, this may be dis-information that propagated into my files.]

This Aviation History Colouring Book/Chine Lines issue is available from either of the authors at the above addresses, or from M&Models in the USA and Mushroom Model Publications in the UK & Europe. One copy of the "Kingfisher Collection" is available from the SAFCH Sales Service.] Review copy provided by the authors.

Luftsiege der k.u.k. Luftfahrtruppen: Russische Front 1914-1916, by Karl Meindl. Österreichischen Flugzeug Historiker, Pfenniggeldgasse 18/2/14, A-1160 Wien, Austria. Softcover, 96 pages, A-4 size, 10 b&w photos, 10 aircraft profiles, 2 maps. 210 x 297 mm. Text entirely in German. Price ATS234 (Euro 17) incl. postage, "cash with order, IMO, no cheques."

This is the second volume in the OFH's series "The Air Victories of the Ku.K. Luftfahrtruppen in World War One." This volume describes every single air victory by date, personnel, aircraft, and place on the Russian Front from 1914 to 1916. The first 23 pages provides background information on the war on the Eastern Front, including chronology of events, a map of the front line on various dates, and a list of all units with the serial numbers of attached aircraft. Each victory is described on a separate page, giving the Army Unit, Fliegerkompagnie, type and serial number of the aircraft, rank and name of the pilot and observer, type on aircraft destroyed, place, and time, as well as a narrative description. Frequently these details are accompanied by a map of the location and a side-view of the victor's aircraft.

The list of aerial victories begins with two in 1914 on 08.08.1914 when Franz Mallina with observer Friedrich Rosenthal of Fliegerkompagnie 11 were given credit for an enemy aircraft destroyed while flying a aircraft of unrecorded type. The only other victory in 1914 came on 30.11.1914 when Bela v. Losonczy and observer Johann Wiersejski, flying a Lohner B.II, destroyed an enemy aircraft north of 'Krakau'. Things are still pretty quite in 1915 with only 4 victories credited, but the information is more complete. For example, on 27.08.1915, Johann Matzl and observer Otto Jindra, flying Albatros B.1 22.06 shot down a Morane Parasol. Thing heat up in 1916 with over 50 victories described.

All these victories were obtained by two seaters. There are ten photos about equally divided between aircraft and personnel. Side-view drawings include: Offag C.I 51-17; Albatros B.I 22.15 & 22.13; Lloyd C.II 42.5 & 42.62; Aviatik B.II 34.11; Hansa-Brandenburg C.I 27.04, 26.64, 26.61, & 63.23.

The only complaint I have is a minor one: I wish a index of names had been included so I could look up some favorite airmen. For example, I was able to find three entries for Godwin Brumowski: a Morane Parasol on 12.04.1916, another on 02.05.1916, and a balloon on 04.06.1916. I hope they will consider adding such an index to future volumes in the series.

Sonderheft 28 is a welcome addition to the literature on the aerial war in WWI. It is highly recommended to every serious student of this conflict. Someone would be doing an important service by translating these volumes into English.

Review copy provided by the Österreichischen Flugzeug Historiker.

Fiat CR.42: I colori del Fiat CR.42. #1 Ali Colori (Italian Colours). Italian-English Text. La Bancarella Aeronautica - Torino.

This 36-page, A-4 size, soft-bound book is a collection of color "profiles" with a difference. Each color side-view drawing is accompanied by an extensive caption describing the time, place, and history of the particular aircraft illustrated, but more on this later. The book contains 49 color side-view drawings (2 to a page); three full-page color 3-view drawings showing side, top, and bottom views; 5-view scale drawings in both 1/72 and 1/48 scale, and three side-view drawings of variants (but strangely not including the 2-seat version). The color drawings are beautifully done showing a variety of complicated Italian color schemes. The three-view drawings show the typical upper surfaces camouflage schemes and an occasional top and/or bottom view salted among the side-views show non-standard patterns. Missing from the top views is any illustration of the "green lizard" and "smoke

ring" schemes carried by at least four of the Italian aircraft illustrated. This is a serious omission, but I suspect the average modeler choosing one of these schemes will be willing to make up the pattern for the upper surface of the wings.

Given the subject, most of the aircraft illustrated are in Regia Aeronautica markings, but there are three CR.42 carrying Co-Belligerent roundels and three Hungarian, two Swedish aircraft, and single examples of CR.42 in Belgian, Luftwaffe, RAF, and French insignia. Let's take one of the Swedish aircraft as an example of the quality of the captions: "Fiat J.11 (CR.42), no.2541, of Divisioni 3, Kungliga Gota Flygflottilj F9, Svenska Flygvapnet, Sae, March 1942. Aircraft wearing a standard Italian three-tone camouflage with Light Grey undersides. Spinner and wheel spats are yellow, the third squadron colour. First squadron painted them red, while second squadron used blue. National roundels are carried under the top wing and on fuselage, being added also above the top wing not before 1944. Third squadron badge is carried on fuselage, representing a yellow and black wasp. Serials carried near tailplanes are black, like a large black 9, indicating Royal Group F9. An huge white 31 carried on tail and cowl being the individual code. Between April 1940 and September 1941, seventy-two aircraft had been consigned to the three squadrons of F9 Group, remaining in service until March 1945." Besides the side view, there is a view of the undersurfaces showing the positions of the Swedish national insignia. [Ed: This is one of the aircraft featured on Sky Model's decal sheet #48036 reviewed elsewhere in this issue and available from the SAFCH Sales Service.]

The book ends with a one-page table of "Main Italian Units Operating Fiat CR.42" including typical location and dates and a one-page table of "Fiat CR.42 in Model Form" listing (with comments) kits, conversion & detail sets, and decal sheets. Ali e Colori #1 is an excellent book for anyone interested in or modeling the CR.42. It is also recommended for everyone wishing to add a book with wonderful color drawings of aircraft to their library.

Review copy provided by Felice Rufolo.

Avia FL 3: #4 Ali d'Italia Serie Mini. Italian-English text. La Bancarella Aeronautica - Torino. This series of mini-monographs covers the lesser-known Italian aircraft. For example, the first two volumes are on the Fiat CR.25 and Caproni Ca.100, both interesting aircraft but virtually ignored outside of Italy. The subject of the third volume would be equally unknown if it were not for the recent release by RS Models of the Czech Republic of a 1/72-scale injection-molded kit of the Avia FL 3. The Avia FL 3 was a small, two-seat, side-by-side, low-wing, monoplane designed shortly before the start of World War II as a trainer for the Regia Aeronautica. However, the aircraft was rejected by the training command as being "too easy to fly" and was relegated to liaison units and staff flights. In 1943, the Croatian air force purchased ten FL 3 (5 open cockpit and 5 closed cockpit) to be used on counter-insurgency operations. After Italy's surrender, the Germans recovered around 250 FL 3 of which 145 found their way to Luftwaffe flying schools. After the war, production was resumed and the FL 3 became the standard trainer in Italian aeroclubs.

The book on the FL 3 consists of 24 A-4 size glossy pages bound between sturdy glossy card covers. The outside front and rear covers feature color photos as do the four middle pages; 13 color photos in all. There are 41 b&w photos, about half war-

time and half post war, nice 5-view drawings in 1/72 and 1/48 scale, and side-view drawings of five variants. Color drawings consist of a 3-view of Regia Aeronautica FL 3 circa 1941/42 and 5 side views of the FL 3 in the markings of the Regia Aeronautica, Croatia, Aeronautica Nazionale, Luftwaffe, and a post-war civilian aircraft.

Three pages are devoted to a technical description of the aircraft with photos and drawings taken from a technical manual. The final page is description on modeling the FL 3 from the old LB Italian Wings kit.

The Serie Mini of the Avia FL 3 would make a fine addition to anyone's aeronautical library, and it is a must for anyone planning to build the RS Models kit.

[Ed: Two of these RS kits are available from the SAFCH Sales Service.]

Review copy provided by Felice Rufolo.

Campini-Caproni by Gregory Alegi: #5 Ali d'Italia Serie Mini. Italian-English text. La Bancarella Aeronautica - Torino.

The Campini-Caproni may not have been the first jet-powered aircraft to fly (it was beaten into the air by He 178V1 which first flew on 27 August 1939; the Campini-Caproni first flight was on 27 August 1940), but it certainly was, and still is, the most unique jet-powered aircraft to fly. To the best of my knowledge, the Campini-Caproni is the only jet-powered aircraft to fly with the compressor driven by a conventional internal-combustion engine. Only two were built. The first made only a few flights before it was destroyed by retreating German forces. The remains were discovered by the Allies and shipped to Farnborough for study and possible museum storage, but by 1947 the corrosion was so advanced that it was assigned to the scrap heap. The second airframe, built for static tests, survived the war in excellent condition and is now on display in the Italian Air Force Museum. Besides the excellent English-language text, the book contains 5 color photos (2 war-time and 3 of the museum aircraft), 43 b&w photos (all but three taken during the war), a 5-view 1/72-scale drawing, and three color side-view drawings.

The book is highly recommended to anyone planning to build the Delta kit of the Campini-Caproni. Review copy provided by Felice Rufolo.

Furio Niclot Doglio: Un pilot indimenticabile, by Giovanni Massimello. Aero Fan Speciale #1. Italian-English text.

This first in the Aero Fan Specials details the life of maggiore Furio Niclot Doglio from his record-breaking flights of the Thirties to his death in the skies over Malta. The parallel Italian/English text is lavishly illustrated by 66 photos and four color side-view drawings [a Fiat G.50 '353-9' that Niclot flew in North Africa, the Macchi MC.202 '1-151' in which he lost his life, and the Spitfire 'UF-S' that Canadian ace George Beurling was flying when he shot down Niclot on 27 July 1942.]. Most of the photos are of aircraft, although photos of the airman and his squadron mates are not neglected. Aircraft shown in the photos include Klemm Kl 35, Junkers F.13, Breda 19, the record-breaking CNA Eta, Breda 33, Breda 88, Breda 64, Breda 65, Fiat G.50, Bf 109E, and Macchi C.202. An excellent color painting on the cover shows Niclot's C.202 dog fighting with a couple of Spitfires over Gozo.

Tables list the decorations he received, the international records he established, the units in which he served, his victory claims, and the aircraft assigned to 151^a Squadriglia on July 1942.

Aero Fan Special #1 is sure to please anyone interested in the lives of World War II aces. Review copy provided by Felice Rufolo.

Stalingrad: Les combats Aeriens 1ere Partie. Batailles Aeriennes #20. Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. E-mail: lela.presse@wanadoo.fr. Web site: www.avionsjets.com.

While the majority of this volume is devoted to Soviet and German aircraft and their activities over Stalingrad, there is an surprising amount of information on the air forces of Germany's allies at Stalingrad: Italy, Hungary, and Romania. The format is the usual for the Batailles Aeriennes series: 80 A-4 size pages full of text in the French language, well-reproduced photos, maps, 3-view drawings, and beautiful color drawings.

The first 64 pages covers the German and Soviet actions up through "La dernière phase de l'offensive allemande". These pages include 87 photos. The last chapter "Les aviation hongroise" (9 pages) covers "Organisation pour une nouvelle campagne", "En action: les He 111", "Les pauvres Caproni au combat", "La chasse: du Heja en Bf 109", and "Les antiques Heinkel He 46". [Ed: The Romanian and Italian air forces will be covered in Batailles Aeriennes #21.]

The "Fiches monographiques" cover the Do 215B with a 1/100-scale 3-view drawing and a color side-view drawing, and the Yak 7 with a reprint of the excellent scale drawing from a well-known Russian model magazine. The color side-view drawings are: German Bf 109 (4), He 111, & Ju 88; Soviet Yak-1 (3), Yak-7B (2), & Su-2; Italian C.202 & Ca.311; Romanian Bf 109, IAR 39, & Do 17; Hungarian Re 2000 & Do 215.

The modeling section covers the 1/48-scale Revell kit of the Junkers Ju 88 A-4 including 7 color photos of the completed model. A real treat is the 2-page "Uniformes et tenues de vol" section which presents color drawings of 9 Hungarian airmen (most identifies by name) in uniform.

Batailles Aeriennes #20 is another informative and attractive volume from Lela Presse and is recommended to everyone interested in the aircraft that fought in the skies over Stalingrad. Review copy provided by Michel Ledet of Lela Presse.

Enciclopedia de la Aviacion Militar Espanola, Quiron Ediciones, C/Cromo P. 18-20, Poligono Industrial San Cristobal, 47012 Valladolid, Espana.

#37 [Editor: This issue was received out of order and should be read in connection with the reviews of #36 and #38 in SAFO #101.] "La Heraldica en la Aviacion Militar Espanola" continues with 34 photos, 3 color side-view drawings (Do 17E, Ju 52, & Bf 108), and 30 color drawings of emblems applied to He 60, He 59, He 51, He 45, Hs 126, Do 17E, He 70, Ju 52, Bf 108, & CR.32. The inserted color side-view pages are for a Gil Pazo GP.1 and a Loring R.1.

#39 "La Heraldica en la Aviacion Militar Espanola" continues with 36 photos, 2 color side-view drawings (Cr.32 & Bf 109E), and 27 color drawings of emblems applied to SM.81, SM.79, BR.20, CR.32, G.50, He 112, Vultee V-1A, CASA 2.111 (He 111), He 59, Farman F.193, Bf 109E, & Bu 131. The inserted color side-view pages are for a Avro 504K and a Mystere Falcon 20.

#40 This issue completes the coverage of history of heraldry with 4 photos, one color side-view drawing (HS-42), and 24 color drawings of emblems for HS-42, Ro.41, & Go 145. This issue then goes on to

present-day heraldry with 16 photos, 2 color side-view drawings [F-86F & CASA C-127L (Do 27)], and 18 color drawings of emblems for F-86F, AISA I-11B, CASA C-127L, Mirage III, Mirage F-1, T-33, CASA C-101, & F-18. The inserted color side-view pages are for a Fokker F-VIIB-3M and a Gil Pazo GP.1. There are also two 4-page inserts correcting errors in issues #28 and #33. Review copies provided by Carlos Fresno Crespo of Quiron Ediciones.

O Esquadrão Pelicano em Cumbica 2º/10º Grupo de Aviação, by Adele Migon. Incaer, Praca Marechal Ancora, 15-A-Centro, CEP: 2021-200 - Rio de Janeiro - RJ, Brazil. Softbound, 234 pages, Appendices, Index. 160 x 225 mm. (2000). This is this first of two Brazilian books to be reviewed in this issue of SAFO. [Ed: These books are available through the SAFCH Sales Service]. The first book to be reviewed is about the Brazilian Search and Rescue Group and is written entirely in Portuguese. The photographs are mostly of people and places although there a few of the aircraft used by the Group (Grumman Albatros and Bell, Hiller, & Sikorsky helicopters. Photos are usually small and indifferently reproduced on matt paper. However, there is a nice color rendition of the Group insignia on the front cover and four decent photos of the Group's SH1-D, H-13, SH-19, and SA-16 on

the back cover.

This book can be recommended only for enthusiasts of Brazilian aviation who can read Portuguese. However, the serious student may find this a useful addition to a library on Search and Rescue activities.

Review copy provided by Sergio Luis Dos Santos.

Os Bombardeiros A-20 no Brasil, by Gustavo Wetsch. Incaer, Praca Marechal Ancora, 15-A-Centro, CEP: 2021-200 - Rio de Janeiro - RJ, Brazil. Softbound, 272 pages, Bibliography. 150 x 205 mm. (1996).

The second book from Brazil to be reviewed will be of more interest to the enthusiast unable to read Portuguese. First, the subject is more exciting being a description of Brazilian use of the Douglas A-20 bomber. While the text is again entirely in Portuguese, there are 85 well-reproduced photos of the A-20 in Brazilian markings, an appendix detailing the history of each individual Brazilian A-20, and an appendix on "Pintura, Camuflagem e Heraldica" which includes side-view drawings showing the color scheme and markings of three A-20K including one in a camouflage scheme of Areia (sand) and Verde-Olive (olive green) upper surfaces and Cionza-Neutro (neutral grey) under surfaces.

Os Bombardeiros A-20 no Brasil is a book that will

appeal to all enthusiasts of Latin American aviation, but those without fear of the Portuguese language will benefit the most from it.

[Ed: Let's test your knowledge of Portuguese with an excerpt from the appendix: "A-20K-6061, 23379, A-20K USAAF 44-156 construido em jun/44 - Traslado p/o Brasil jul/44 c alocado ao 1.º GBL - Transferido p/o 2º RAv dez/45 - Acidente level Cumbica 2/6/48 (recuperado) - Acid. Cumbica 9/8/50 (844)". If you passed this test and like Latin American aircraft in general or the Douglas A-20 in particular, you should seriously consider purchasing this book from the SAFCH Sales Service.

[Ed: The 1/48-scale FCM decals from Brazil feature the A-20 on two sheets: (1) 48-03 has markings for a Brazilian A-20K in a USAAF color scheme of olive drab (FS34087) with olive green (FS34097) splotches on the leading and trailing edges of the flying surfaces upper surfaces and light grey (FS36622) lower surfaces. (2) 48-05 has markings for two Brazilian R-20K, both with upper surfaces in Sand (FS30219) with Green (FS34097) splotches all over and lower surfaces in Light Grey (FS36622). The difference between the schemes is that one a large splotches and the other smaller, more densely-packed splotches. FCM decals are available from the SAFCH Sales Service.]

Review copy provided by Sergio Luis Dos Santos.

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Sky Model #3. Auriga Publishing International, Sal Nuova NS Monte 6A-20D, 16143 Genova, Italy. Euro 52,00.

This new modeling magazine from Italy, consists of 64 A-4 pages printed on high-quality glossy paper bound between sturdy glossy covers. The articles are illustrated with color photos, scale drawings, and color profiles. The text is entirely in Italian. A review of the articles in this issue will give you a good idea of the subject matter and quality of the contents: "Il Rifornimento, Ternet, Libia, 1940" 4 pages on a diorama of a 1/72-scale Ba.88 including 11 photos of the model. "Poliziotti con le Ali ... Rotanti" 4 pages on building the 1/50-scale Augusta A.109 including 17 photos of the model. "Il Terrore dei Mari del Nord" 6 pages on building the 1/72-scale Fw 200 including 15 photos and 3 sketches of corrections that can be made to the kit. "Il 'Pilota di Ferro'" 8 pages on Hans Rudel including 6 photos, a 1/72-scale 5 view drawing of Ju 87D, 7 side-view drawings showing the evolution of the Ju 87D & G, and 4 color side-view drawings. "Un Assaltatore Mancato" 8 pages on building the 1/48-scale Breda 65 including 50 photos of the model during and after construction. "Tiger Moth" 4 pages with 20 photos of the real thing. "Il Cacciatore Notturmo" 4 pages on building the 1/48-scale Bf 110 G4/H3 including 7 photos of the model. "Boulton Paul Defiant" 4 pages of multi-view scale drawings, a page of sketches of details, and 4 color side-view drawings. "Il Guerriero delle Stelle" 4 pages on building the 1/32-scale TF-104 including 19 photos of the model. "Giornata Azzurra 2001" 2 page coverage of air show including 15 photos. Six pages of reviews of kits, books, and accessories.

Review copy provided by Felix Rufolo by Italian Kits. E-mail: www.italiankits.it

Ali in Miniature #5. Intestato alla Eagle Press, Via Giacomo Matteotti 7, 00015 Monterotondo (RM), Italy. Euro 103.

Another new modeling magazine from Italy, this is similar in every way to the Sky Model reviewed above. Issue #5 consists of 60 A-4 pages printed on high-quality glossy paper bound between sturdy glossy covers. The articles are illustrated with color photos and color side-view drawings. The text is entirely in Italian. A review of the articles in this issue will give you a good idea of the subject matter and quality of the contents: "Un 'Gina Americano'" 8 pages on building a 1/48 scale G-91 including 21 photos of the model and the real thing including exterior and interior details. "Fw 190A-8/R8 'Ramjager' Tamiya" 8 pages including 20 photos of the model and the real thing. "Il 'Diavolo a Due Code' con le Insegne Italiane" 10 pages on Italian P-38s including 20 photos of the model and the real thing, and 3 color side-view drawings. "Un Famoso Mustang della 'Ottava'" 8 pages on building a 1/48-scale Mustang including 20 photos of the model and interior details of the real thing. "L'Incredibile Keiun" 6 pages on building the 1/72-scale model of the R2Y1 Keiun including 13 photos of the model and 4 photos of the real thing. "X-4 Bantam" 5 pages on building the 1/72-scale model including 8 photos of the model and 6 photos of the real thing. Seven pages of reviews of kits, decals, accessories, and books.

Review copy provided by Felix Rufolo by Italian Kits. E-mail: www.italiankits.it

Militaria i Fakty. No. 1(11) 2002. AJKS -Kraysztof Switala, ul. Lubelska 30/32, 03-802 Warszawa, Poland. E-mail: ajaks@home.pl. Web site: ajaks.home.pl.

SAFO member Miroslaw Wawrzynski sent a copy of this magazine that contains his article on the Slovak-Hungarian War of 1939. The magazine consists of 64 A-4 size pages of the highest quality allowing for outstanding reproduction of the photos and color illustrations. The content of the issue at hand is about equally divided between ground and aerial subjects.

Aviation related articles are: "Wojna powietrzna nad Karpatami" 8 pages with 12 photos and 5 color side-view drawings (Slovak B-543 & S-328 and Hungarian CR.32, He 70, & Ju 86). "Polska Pinup Girl - 'Tancerka'" 4 pages including 7 photos and a color 3-view drawings of Mustang III 'UZ-B' with 'pinup girl' emblem. "Museum lotnictwa Praha-Kbely" 3 page with 16 color photos. "Czechoskowie lotnictwo wojskowe 1918-1939" 4 pages including 10 photos [Male Brandenburg, Voisin 10BN, Finnish Aero A-11, Romanian Ba-122, Croatian Avia-Fokker F.IX, Parga E-51, Avia B.135, Aero MB-200, & Avia B-71 (SB-2)]. "Wrzesniowe reminiscencje" 3 pages with 5 photos of Polish aircraft destroyed during the September Campaign. "Focke Achgelis Fa 330" 4 pages on the German towed rotary-wing flying machine including 8 photos and a scale 3-view drawing.

Non-aviation articles include the second part o on a Polish Armor unit in the September Campaign; the RAAC Tank Museum (8 color photos), a Polish armored train, the 'Quad' artillery tractor, and, my favorite, Estonian armor including 11 photos of Estonian tanks and armored cars pre-1940.

Unfortunately, the text and photo captions are entirely in the Polish language, a fact that may limit its usefulness, but does not dim its quality.

where in this issue of the SAFO.

The three kits come with an identical sprue, measuring 19 cm by 15 cm, and containing 42 parts molded in a dark grey styrene. Alternative parts allow for the construction of either the open-cockpit or the closed-cockpit version. The surface detail is reserved, as was that of the full-scale aircraft, but well molded with distinctly-separated control surfaces and properly understated fabric simulation. A vacuform sheet of clear plastic provides the either a windscreen or a full canopy depending on which version the kit represents.

The instructions are excellent with a the text in three languages (English, Czech, and German), a diagram identifying the parts, exploded view construction diagrams, and multi-view drawings of the color schemes. The decal sheets for all kits are well printed and comprehensive.

All that is left is to describe is the choice of aircraft markings provided in each kit.

AVIA FL.3. 1/72-scale injection-molded kit. RS Models #9203.

This kit is for the open cockpit version and markings are provided for two aircraft: (1) An FL.3 of the Regia Aeronautica's Flying School at Falconara 1941-42. This aircraft, illustrated on the box-top, carries an attractive color scheme consisting of a dark grey fuselage with light grey wings and tail surfaces. There are large white bands around the fuselage and wings. The serial 'FAL', in black with white outlines, is carried on the fuselage and the

national markings consist of 3-fascas insignia on both surfaces of the wings, tricolor rudder, and the fascas emblem forward on the fuselage. (2) FL.3 Croatian Air Force Flying School, Zagreb. Aircraft is in overall light green with a yellow fuselage band. The national insignia consists of the Croatian red/white chess board in four wing positions and on the rudder. The code '8006' and the Zagreb 'castle' emblem are carried on the forward part of the fuselage.

AVIA FL.3. 1/72-scale injection-molded kit. RS Models #9204.

Another open-cockpit version, this time with makings for two Luftwaffe aircraft and a civilian Czechoslovak aircraft. (1) An aircraft of FFS A2 Stassburg-Polygon with RLM 71 upper surfaces and RLM 65 lower surfaces. The code 'DQ-MF' is carried on the fuselage and under the wings. (2) An aircraft with 2/JG 107 in April 1944 at Tapolca, Hungary. Top surfaces are RLM 75 with RLM 76 "squiggles" and the bottom surface is RLM 65 (identified as RLM 75 in the instructions, but I suspect this is a misprint, or why have to different tones representing the same color). (3) An overall light grey-green FL.3 with Czech civil registration 'OK-FEA' in black on the fuselage and wings and the Czech tricolor flag on the rudder.

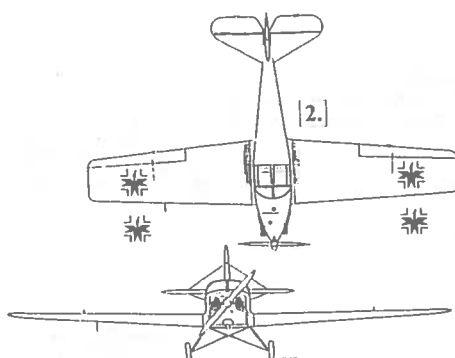
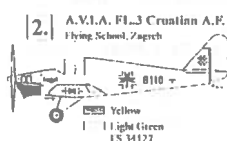
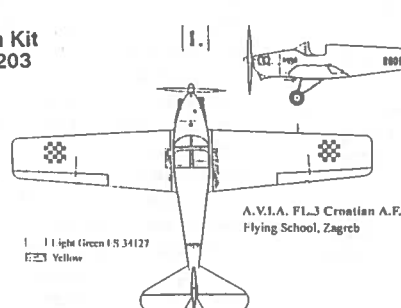
AVIA FL.3. 1/72-scale injection-molded kit. RS Models #9205.

This kit differs from the previous two in that it

represents the enclosed cockpit version. Besides a different vacuformed canopy, this kit uses the alternate parts on the sprue: a different top to the fuselage aft of the cockpit and filled-in landing gear struts. Decals are provided for four aircraft: (1) A Luftwaffe FL.3 of FFS A/B 14 Klagenfurt with RLM 71 upper surfaces and RLM 65 undersurfaces and a white fuselage band. (2) An FL.3 of the Croatian Air Force's Flying School at Zagreb. The aircraft is light green (FS 34127) overall with the lower half of the cowl painted yellow. Codes are '8110' with the Croatian red/white insignia on the rudder and Croatian crosses on the fuselage and in four wing positions. (3) An FL.3 liaison aircraft of the Italian Aeronautica Nazionale Repubblicana at Venaria Reale, May 1944. Aircraft has upper surfaces in Italian Sand with Italian Green smoke-rings. The lower surfaces are Italian Grey. The ANR square-style fascas are carried in four wing positions and the tri-color flag is carried on the fuselage and rudder. (4) Another ANR aircraft, this time from the 1st Gliding School at Cameri. The colors are Italian Green over Italian Grey. The tricolor flag is carried on the rudder, but there are no markings on the wings.

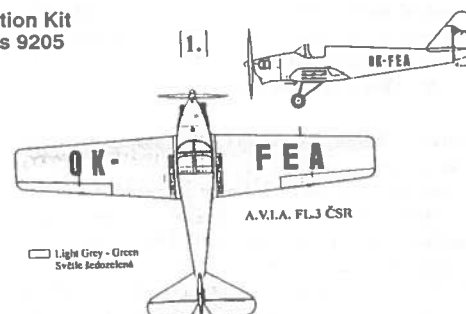
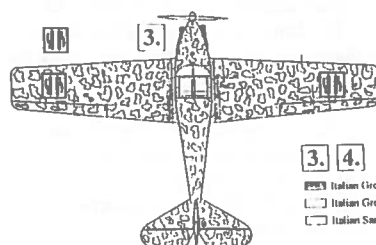
RS Models are to be congratulated on producing three excellent kits, any one of which can be used by the moderately-skilled modeler to easily into an attractive model. These kits are highly recommended for anyone not adverse to adding a training aircraft to their collection of WWII aircraft models.

AVIA FL.3
1/72 Injection Kit
RS Models 9203

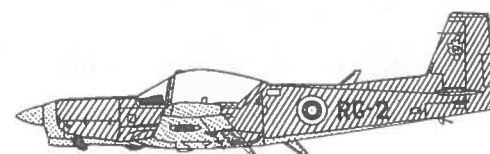


AVIA FL.3
1/72 Injection Kit
RS Models 9205

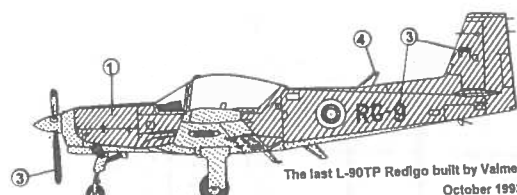
A.V.I.A. FL.3



VALMET L-90TP Redigo



L-90TP Redigo RG-2
Havittajalentolaivue 11, Lapin Lennosto, Suomen Ilmavoimat
Fighter Squadron 11, Lapland Wing, Finnish Air Force



Valmet L-90TP Redigo
1/72 Vacuum Kit
Broplan MS80

AH-64A/D Apache RNethAF, Dutch Decals, Kerkstraat 2, 2471 AP Zwammerdam, The Netherlands. E-mail info@dutchdecals.demon.nl. Web site: www.dutchdecals.nl.

The latest release in SAFCH-members Luc Boerman's series of Dutch Decals is the AH-64 in all three standard scale (1/32, 1/48, and 1/72). The decals and instruction sheet are identical for all three scales (except for the 1/72-scale set which includes serial numbers for the Dutch Breguet Atlantics). The RNethAF leased an AH-64A 'O-25471' from the US Army which was returned when their AH-64D arrived. The decal sheets provide toned-down national insignia (not carried on the AH-64A), 'Koninklijke Luchtmacht' titles, serials for the AH-64A and all thirty Dutch AH-64D, and complete stencilling. The decals are to the high quality expected of Dutch Decals; perfect register, clear printing, and dense colors (mostly black with the sickly green, tan, and brown of the toned-down national insignia). The 1/32-scale sheet measures 20 cm by 14.5 cm and is #32-007. The 1/48- and 1/72-scale sheets measure 20 cm by 7.5 cm each and are #48-034 and 72-053 respectively.

Review decals provided by Luc Boerman of Dutch Decals. On each of the decals are available from the SAFCH Sales Service.

[Editor: The IPMS-Netherlands magazine Modelbouw in Plastic 1/2002 has an article on the Dutch Apaches which includes b&w and color photos and a description of the modifications that have to be made to the 1/72-scale Italeri kit to bring it up to Dutch standards. The photos show the differences between the A and D versions and many close-up views of the D version. Most surprisingly, the color of the national insignia in the photos is appreciably different from those in the decals. It will be interesting to see which are correct.]

Aviacao Militar Brasileira, 1/48-scale decals. FCM Decals, www.webspace.com.br/fcm.

These excellent decals from Brazil were reviewed in SAFO a few years back, but since a new supply has been received for the SAFCH Sales Service, it is probably useful to provide a brief review here. Each sheet measures 20.5 cm by 14 cm and is covered with exquisitely-printed decals in perfect register and with dense vibrant colors. Everything is provided for the aircraft covered: national insignia, squadron insignia, serial numbers, identification numbers, and warning and danger markings. The instruction sheets are very complete with side- and top-view drawings in color and with the colors referenced to FS equivalents.

48-01: Curtiss P-36A (1942); two P-47D (Italy, 1944); P-40N; Mirage IIIIE (1982); and F-5E Tiger II (1985).

48-02: HB-350 Esquilo (Marinha); A-26C (1957);

P-40M (1943); P-40K (1944); P-40E (1942); EMB-326 Xavante.

48-03: A-20K; A-26B; HB-360 Esquilo; F-5E Tiger II (1995).

48-04: PT-17 (1940; AT-33A (1956); T-6D (Esq. da Fumaca).

48-05: C-130H (2); C-47 (2); R-20K; T-28 Trojan (Marinha). [Two sheets 20.5 cm by 14 cm and one sheet 14 cm by 7 cm.]

48-06: P-47D (1950); Tiger Moth (Marinha); T-37A; PB-5A.

48-08A/07A: SH-3H; Bell 206; SH-34J; C.A.P.4 Paulistinha. [The decal sheet is marked '48-08A' while the instruction sheet is marked '48-07A', but the instructions match the decals.]

48-10: T-28 Trojan; P-40M; UH-1H; CM 170 Super Magister; Sikorsky D-55; T-37C (2).

FCM's Serie Aviacao Militar Brasileira is an excellent series of decals and can be highly recommended to anyone building up a collection of small-air-force aircraft in 1/48 scale.

Review copies provided by Sergio Luis dos Santos.

Sky Models Decals. From Italy comes a series of 1/48- and 1/72-scale decals new to this reviewer. Covering mainly, but not entirely, Italian aircraft, these large (15 cm by 22 cm) sheets are well printed in perfect register with dense vibrant colors. Each sheet includes national insignia, unit insignia, aircraft numbers, and serial numbers. The instruction sheet provides side-view drawings and table linking Italian colors to FS595, and to Humbrol, Molak, Tamiya, Gunza, & Mr Kit paint numbers. A review of the content of the sheets available through the SAFCH Sales Service follows:

#48-013 Fiat G 55. The instruction sheet includes drawings for 15 aircraft, 14 of which carry the post-Armistice fuselage and fin flag insignia and square tri-fascies wing insignia, there are only enough national insignia for three aircraft. The only national markings on the 15th aircraft is the Savoy coat-of-arms on the white rudder cross. This is strange because there are enough circular wing insignia and fascies insignia for the fuselage that do not appear anywhere on the instruction sheet.

#48-022 Aeromacchi MB 339. This sheet provides decals for four aircraft - three Italian and one Argentine. The Italian a/c consist of one from the Reparto Sperimentale, a colorful one from the Frece Tricoli, a low-visibility a/c from the 61st Brigata Aerea. The decal sheet includes the red/white/green markings for the display team a/c. The decals for the Armada Argentina contain codes for two a/c: 4-A-113 and 4-A-115.

#48-028 Harrier/AV-8B. The instruction sheet contains side-view drawings of 41 a/c, both single- and two-seaters, all RAF or RN except for one USMC and one Spanish Armada. The colorful

squadron insignia are included for all the RAF/RN a/c, but only enough national insignia for a couple of aircraft, but this is no problem since the roundels are easily obtainable elsewhere. The decals for the Spanish aircraft include the inscription 'Armada', the golden wings, unit insignia, and serial '810'. There are Spanish roundels on the sheet, so these will have to be found elsewhere.

#48-036 Fiat CR 42 (part I). This is a sheet that will be of great interest to SAFO modelers. The instruction sheet provides drawings for 35 aircraft - 29 in Italian markings, 3 in Co-Belligerent roundels (one a 2-seater), 2 in Belgian markings, and one in Swedish markings. The markings for the Swedish aircraft are for '31' of F9 with the 'fighting wasp' emblem. For the Belgian a/c the markings are for '21' of the 4th Escadrille with the white "paper bird" unit emblem and '17' of the 3rd Escadrille with the red "paper bird" unit emblem. Unfortunately, there are only enough national roundels for one aircraft.

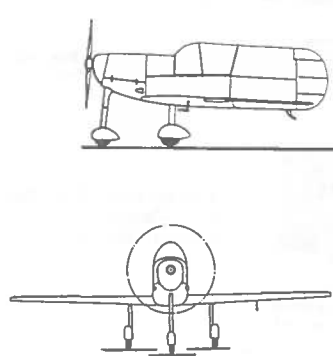
#72-003 Savoia Marchetti SM 79. The instruction sheet has side-view drawings of 68 aircraft in Italian markings although only enough national insignia are provided for two aircraft with fascies markings and one with post-Armistice flag insignia. There does, apparently, appear to be the code numbers and unit emblems for all illustrated aircraft.

#72-007 Boeing B-17. This set provides drawings and markings for ten 8th AF Flying Fortresses, all with colorful nose insignia, including 'Milk Wagon', 'Little Miss Mischief', 'In the Fuhrer's Face', 'Supper Rabbit', 'Meat Hound', 'Idiot's Delight', 'Winnie, Frank, & Joe', and 'Bad Penny'.

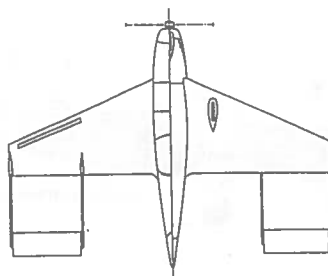
#72-010 Fiat G.50, G.50bis, & G.55. This sheet provides markings for 16 aircraft: 12 G.50/50bis, both open and closed cockpit, and four G.33. The G.50 schemes included two in Spanish Civil War markings. All the G.55s carrying the insignia of the ANR. The decals lots of national insignia including round fascies, both black on white and white on black, square fascies for the ANR, "postage stamp" insignia for the ANR, and a multitude of squadron insignia and codes.

All the sets are enclosed in a sturdy clear plastic envelope that is big enough to allow the decals to be inserted without a shoe horn; something all decal manufacturers should consider. On the debit side is that the instruction sheet does not include top and bottom plan views of the markings and camouflage. However, these decal sets provided the markings for a great many interesting and unusual aircraft.

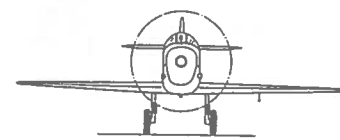
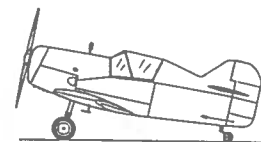
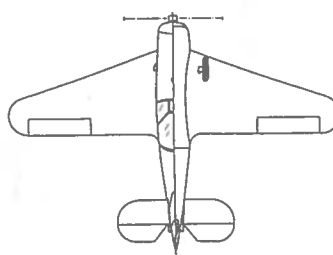
Review copy provided by Felix Rufolo by Italian Kits. E-mail: www.italiankits.it.



Skoda-Kauba V1a
1/72 Resin Kit
RS Models 72128



Skoda-Kauba V3
1/72 Resin Kit
RS Models 72132



"At long last I've had a chance to properly digest SAFO #100 (December 2001) and found the time to jot off a few comments and observations. I especially enjoyed the side-view selection on the Focke-Wulf Fw 58 (please note that the manufacturers should be hyphenated for this builder), but was disappointed that Hubert Cance did not include one showing one of the Argentine Army aircraft.

"The single aircraft representing Latin America, the Brazilian Navy 2-V-6, requires a few additional observations. First and foremost, the titles (in black, and in approximately three-inch characters) MARINHA should have appeared across the central rudder stripes, and he indicated no reference to the underwing anchor device which should have appeared inboard of the distinctive Brazilian roundel in use by the Navy at that time. The over-all color he suggests, RLM 75 is, I believe, only an approximation, and I wouldn't take it to the bank. The optical barrette under the port side of the nose is not the correct shape or size (it was larger on Brazilian machines, and segmented into two distinct halves, lower and top). Additionally, on the vertical fin, the characters should appear as follows:

CONSTRUIDO
NA
FABRICA DO GALEAO
RIO DE JANEIRO

"He also did not provide details of the interesting unit insignia visible on the mid-fuselage, which consisted of an inverted top hat (color 'preto') and two finned bombs sitting in the hat with their fins protruding (color 'ocre') with a five-point star (color not known) just to the right and below each bomb fin. His presentation seems to suggest an animal's head of some sort which, so far as I am aware, is not correct for 2-V-6. He also shows the rear gunners small side window too far aft; it was actually neared the flat leading edge of the gun pit. The radio mast also appears to have been somewhat taller on the Brazilian aircraft. The manner of presentation of the Brazilian Navy designation for these aircraft differs, but what I have seen most often is D2Fw (without the hyphen that Hubert indicated in his caption).

For what it might be worth to readers, there were rather more Brazilian Fw 58s that often thought. The German-built prototype (D2Fw-147) first flew 30 July 1937 and was followed by 10 imported aircraft (D2Fw-168 to D2Fw-177), which were flight tested between April and June 1938. From the Brazilian 'built' batch of 15, only five (given in intelligence reports as type Fw 58V9) were completed before the end of the Brazilian Naval aviation establishment in January 1941 (V2AVN-209 to V2AVN-213). Once the surviving examples were amalgamated into the FAB, they were redesignated (eventually) with the rather cumbersome designated AT-FW58 1167 to AT-FW58 1182 etc.

Finally, I should mention that, for some obscure reasons, at least one German report cited the aircraft as Fw 58K-2s.

"At least three of the Fw 58s flew coastal patrol and anti-submarine patrols from Belem, Para, alongside most unlikely stablemates, Vultee V-11 GBs.

"If I may, perhaps you will allow me to update the readership on some of the exertions that have prevented me from being more responsive during the past 18 months. With luck, three books will be released this year. They are (working titles) *Air Wars Latin America* from Hikoki in the U.K.; the *North American AT-6 in Latin America* in the *Air-Britain* monograph series; and from Howell Press in Charlottesville, Virginia, *ARRIBA! a Latin American Aviation History Primer*, a sort of test book detailing all aspects of the first 100 years of manned flight in the region. I am also involved in coauthoring a definitive book on Lend-Lease with Phil Butler (of War Prizes fame), and work continues apace to complete a book on the history of airlines in Cuba."

Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA.

"Does anyone know if Nakajima build Nieuport Nighthawks."

Sid Napier (SAFCH #1521), Burgstrasse 2, CH-4167 Ettingen, Switzerland.

[Ed: This is what I could find in the SAFCH files. *Combat Aircraft of the World from 1909 to the Present*, by John W.R. Taylor, Putnam, 1969. *Nieuport Nighthawk*. "In 1920 the Nieuport design was taken over by the Gloucestershire Aircraft Company (Gloster), whereupon the Nighthawk became the Mars VI in that company's Mars series of Nieuport developments." "In addition to these RAF machines, 25 Mars VI Nighthawks with Jaguar engines were delivered to the Greek Air Force." *Gloster Nightjar/Mars/Sparrowhawk*. "Known as the Gloster Mars series, these aircraft all based on the Nieuport Nighthawk and differed only in detail and power plant." "The Mars II was a single-seat fighter, 30 of which were built for the Japanese Navy in 1922, under the name Sparrowhawk I. It was powered by a 230-hp Bentley B.R.2 rotary engine." "The Mars III was a two-seat trainer version of the Sparrowhawk I. Ten were supplied to the Japanese Navy, which gave them the name Sparrowhawk II." "Two years after the introduction into service of the Gloster Sparrowhawk, as a Navy carrier fighter, Nakajima Hikoki acquired the licence to manufacture in Japan another fighter from the same stable, the Gloster Gambet. This was built as a Sparrowhawk replacement, with the designation Navy Type 3 (A1N1) carrier-based fighter."

Japanese Aircraft 1910-1941, Robert Mikesh &

Shorzoe Abe, Putnam, 1990. "Nakajima placed an order with the Gloucestershire Aircraft Company (later Gloster Aircraft) in England to construct a modified version of its year-old Gamecock Gamber, that would have increased structural strength and be suitable for carrier operations. These features made the aeroplane attractive to the Navy and it was officially accepted in April 1929 as the Type 3 Carrier Fighter, with short designation A1N1." "Approximately 150 built excluding prototype. About fifty A1N1s 1929-30 and about 100 A1N2s 1930-32."]

[Ed: I've been exchanging e-mail messages with Kari Stenman, the well-known Finnish author, on the insignia carried by Finnish aircraft during the Lapland War. In way of background, as part of the armistice agreement of 4 September 1944, the Soviets required the Finns to drive the Germans out of Finland within ten days. Since the Germans had 200,000 men in Finland, the task took much longer, continuing until 27 April 1945. In the meantime, on 4 December, the Finnish armed forces were demobilized leaving only holding forces facing the Germans in northern Finland. Most of the air force units were moved back to their peacetime bases in southern Finland leaving only a few units to watch the Germans. Now, let Kari continue the story....]

"By the time of demobilization, the land war had become stationary with the Germans holding positions in the north-western tip of Finland, The Finns waited for the Germans to cross over the border into Norway. However, bombing and reconnaissance missions were continued whenever the weather permitted. LeR 4 and, especially, PLcLv 43 were in charge of the flying after 23 January 1945. "For most of the Lapland War, Finnish aircraft carried the Finnish swastika nation insignia. However, in meetings of the Allied Supervision Commission, the Russian demanded the removal of the swastika, stating that it was totally unacceptable that Finland should be using the same emblem as Russia's arch-enemy. The Russians contacted the Finnish government on 21 February 1945 demanding the removal of the Swastika. It was not until 13 March 1945 that the order was issued to begin changing to the roundel on 1 March 1945 and requiring that they be applied to all aircraft by 1 April 1954.

"The last two sorties of the Lapland War, flown by Dornier Do 17Z DN-55 and Junkers Ju 88A-4 JK-268 of PLcLv 43 on 4 April 1945, were, therefore, flown with the aircraft carrying Finnish roundels."

Kari Stenman (SAFCH #1561), Mainikitie 14A6, 02320 Espoo, Finland.

"As a tip, you might find it interesting to pay a visit to www.v-j-aircraft.com. I have posted there the translations of about six articles on Soviet fighters in China during the 1030's, and also an article about the Franco-Thai air clash of 1941."

George Mellinger (SAFCH #1489), 5212 W 47th St., Sioux Falls, SD 57106, USA.

www.iiuf.net: This is the website of the Islamic Iranian Air Force. Lots of good photographs and history.

www.pages.sprint.ca/denes/start.htm: This is a new website that contains mainly photographs from World War II with sub divisions of Germany, Romania, Hungary, Bulgaria, Croatia, Slovakia, and the Soviet Union - all Eastern European - in

the website. [Ed: This website is apparently run by SAFCH member Denes Bernad.]

www.laahs.com: This is the website for Latin American aircraft and it is run by our very own SAFCH member Garry Kuhn. It is very extensive, and very well worth seeing.

Terry Love (SAFCH #229), 9415 W 178th St., Lakeville, MN 55044, USA.

Peruvian NA-50

Wayne Denny

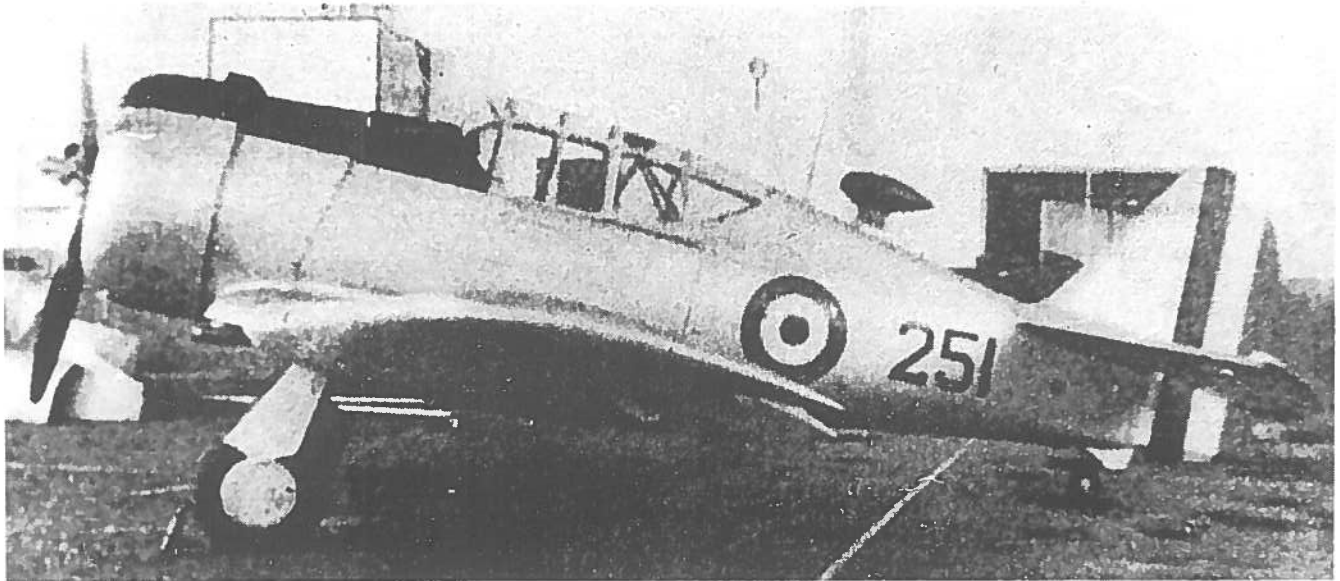
Seven NA-50 were delivered to Peru in 1939. Six NA-50 were ordered by Thailand and were awaiting transportation at Pearl Harbor when the Japanese attacked on 7 December 1941. They were confiscated by the USAAF and designated P-64.

The Peruvian NA-50 were painted overall silver with matt black antiglare panel. Red/white/red fuselage roundels and rudder stripes. Black code number on fuselage. During the 1941 conflict with Ecuador, the only Peruvian operational losses were two NA-50s. One was shot down by anti-aircraft

fire and the other exploded in a freak accident.

The drawing on page 52 was developed from an original by Robert Lloyd Brown that appeared in *Model Airplane News* sometime in the early 1940's. I also had help from Lloyd Jones' *US Fighters 1925-1980*, W.R. Taylor's *Combat Aircraft of the World*, and Ray Wager's *American Combat Planes*.

Wayne Denny (SAFCH #422), 4800 Brayton Ave., Long Beach, CA 90808-1245, USA.



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